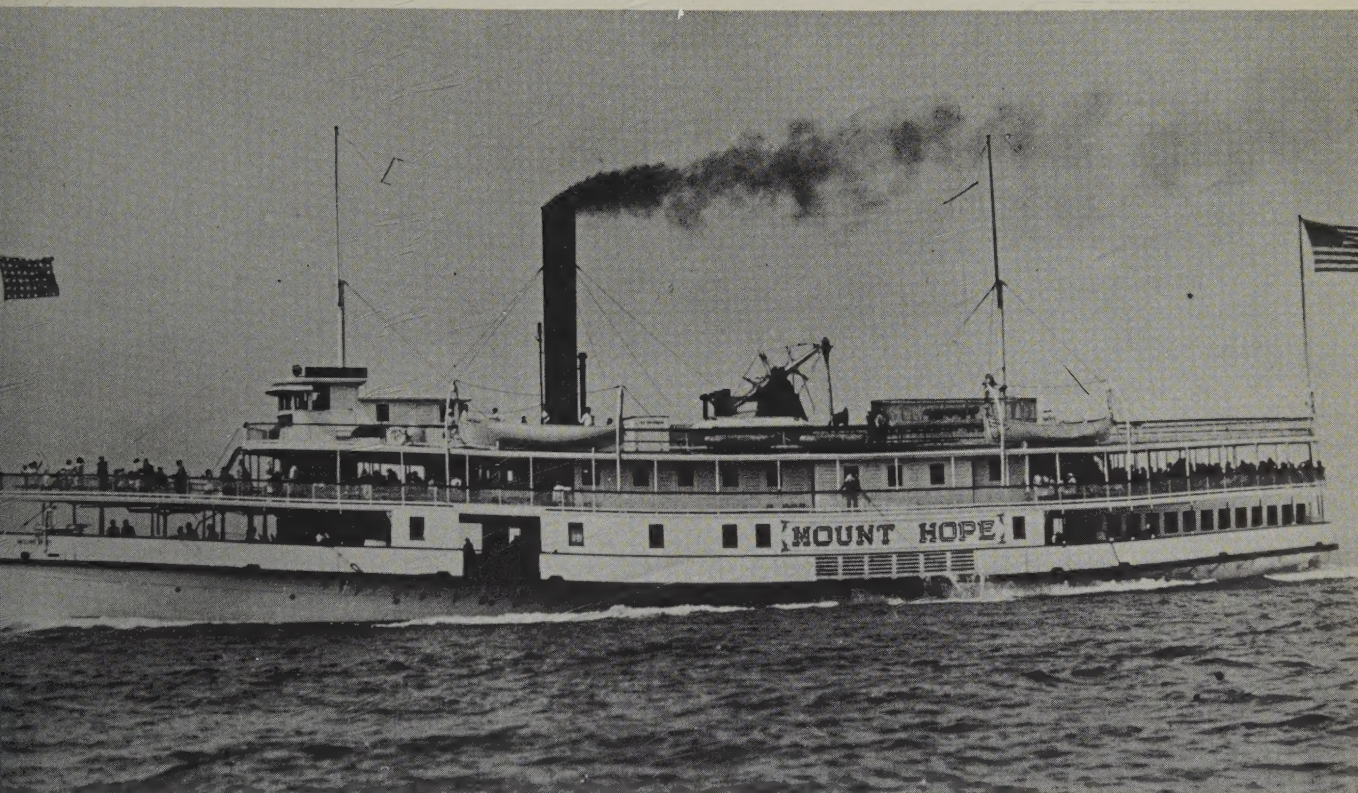


STEAMBOAT BILL

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SPRING 1961

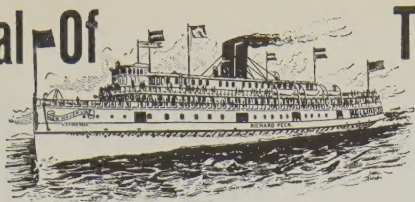


Journal Of The Steamship Historical Society Of America

West Barrington



Rhode Island



STEAMBOAT BILL

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Pilot House

If you have read the above, then you already know the bad news. If you haven't, then we tell you with regret that Edward Ogden Clark has elected to retire as editor in chief of this journal.

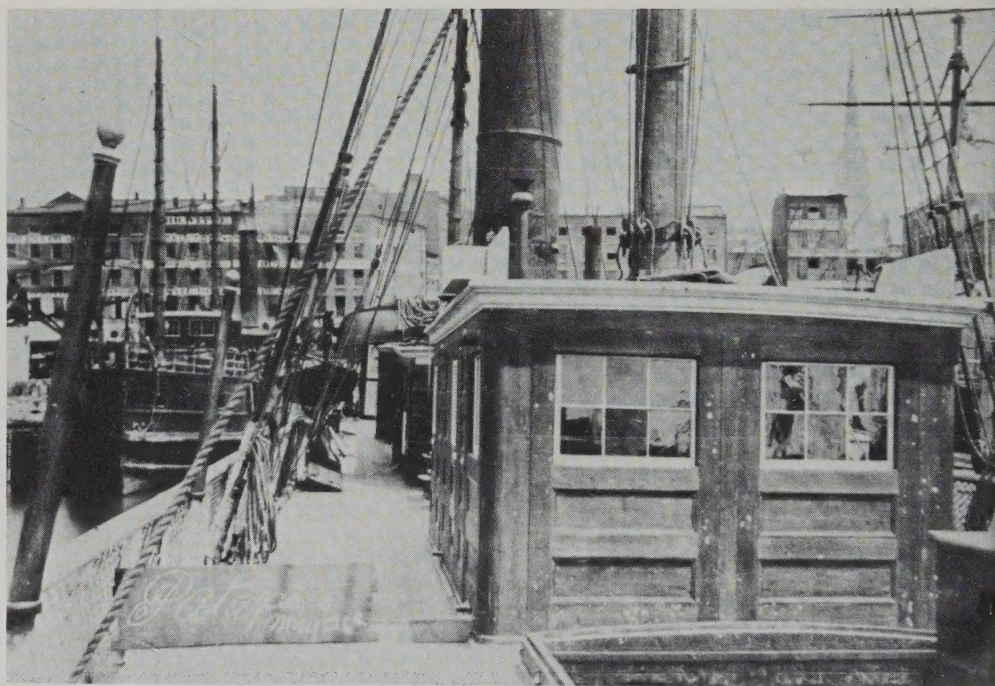
Truly, Ed. has more than earned the right to lay down his badge of office. He has been on the staff ever since 1946 and has served as editor in chief for about six years, or since early 1955. During those six years, he produced or coordinated the production of no less than 23 issues, or 30% of all the issues printed from 1940 through 1960!

All of the editors in chief -- Jay Allen, Arthur C. ("Sandy") Adams, Frank O. Braynard, Brad.

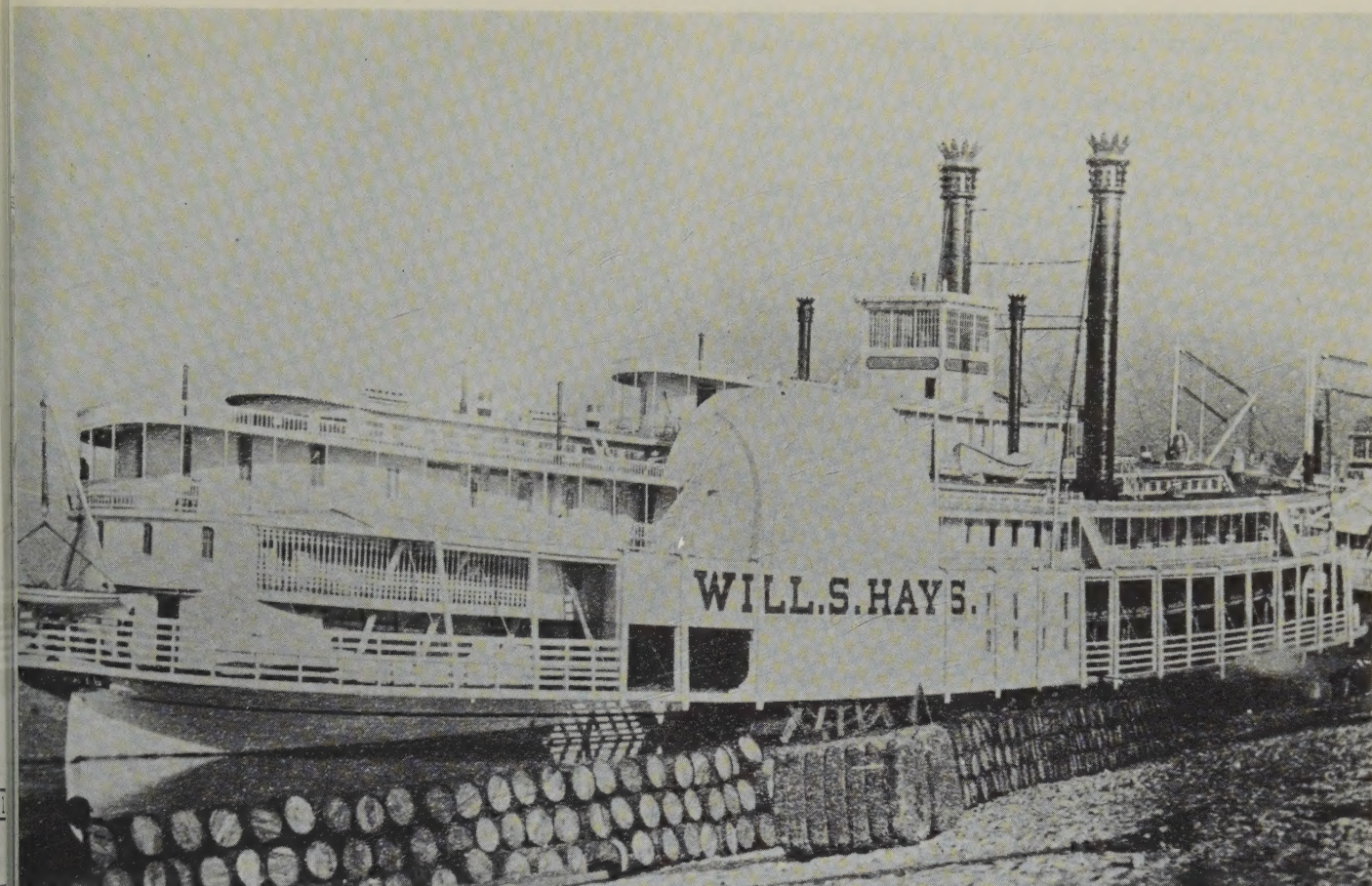
Mitchell and Ed. -- gave much more of their time to this journal than the average reader can imagine. And for all of them, it was purely a labor of love. Jay Allen, of course, began it, and then each successor in his turn improved it.

Ed., during his regime, continued the expansion in size, so that now we have 128 pages per year. This, it should be remembered, increased his own work proportionately. In addition, he gave us covers and many other innovations, he conceived and carried through special issues, and he shortened the name to plain *Steamboat Bill*.

At least, Ed. has consented to remain with us as an associate editor and we hope that one day he may be lured back to his old berth.



PATAPSCO. -- The National Archives



WILL S. HAYS, the steamboat, was 305' x 44' x 9' and had six boilers which powered engines 30's-10'. When she was built, parts from THOMPSON DEAN were utilized and, according to a tally sheet that Captain Fred Way published in She Takes the Horns, the total cost was \$102,276.56. She is the only boat I know of that looks better from aft than from ahead. Maybe they deliberately designed her stern beautiful so that the boats she passed would get an esthetic thrill!

-- Author's colln.

WILL S. HAYS -- THE MAN

by Alan L. Bates

On July 24, 1907, the Mississippi Valley went into mourning. Flags were flown at half-mast in such far-flung places as New Orleans, Pittsburgh, Cairo, and St. Louis. Yards of black crepe billowed on the rails of packet boats in a dolorous display of respect for a remarkable newspaperman. Will S. Hays was dead, and rivermen grieved.

Colonel Will S. Hays (he was a true Kentucky Colonel, huh) was born in Louisville, Kentucky, in 1837, on a small homestead now occupied by the Big Four Railway yard. The aspect from this farm was a gentle slope to Beargrass Creek and the Ohio River, and one of the first impressions on young Will must have been the steamboats which landed at the mouth of the creek. Little wonder that his love for the river practically began at birth.

In 1837, when Will S. Hays first saw the light of day, Louisville was a great commercial center. There were several busy boatyards

within sight of the Hays house. What an irresistible attraction this must have been for a small boy. Not much is known of his early childhood except that he had a remarkable knack for music and poetry. We can accurately imagine, however, that life on the outskirts of Louisville must have been much the same as in St. Petersburg, Mo., the home of Tom Sawyer. The same irresistible, and oftentimes fatal, attraction for the river was there.

Will Hays rose to the challenge of his middle name (it was Shakespeare) while he was a student at Hanover College, near Madison, Indiana, by writing "Little Ones at Home," a successful tear-jerker of a song. His contributions to the college paper at Hanover and later at Georgetown College attracted the attention of George D. Prentice, the fire-eating editor of the Louisville Journal. Mr. Prentice was quite a poet in his own right, too, and probably the challenge of showing up this

young upstart had much to do with the offer of a position with one of the South's leading papers.

Will Hays joined the staff of the Journal as a mailing clerk, but he soon became river reporter. He applied himself to his work with such zeal that before long it was a mighty rare and obscure river incident that escaped his attention. He seemingly knew everyone on the Ohio and Lower Mississippi and was a favorite of everyone he knew.

While he was at the Journal, an amusing incident occurred. Here is Hays' version of it: "I had never gotten a single compliment from Prentice for my songs, yet I would have given a great deal for his words. I came to the conclusion that he did not care much for music, and one night thought I would see if he had ever heard of them. I sat down to go through his mail with him, and on the table was a roll of new music from Peters, containing, I well knew, my last song, 'Nora O'Neil.'

"Mr. Prentice picked up the bundle, tore off the paper, picked out a song and handed it to me, asking: 'Hays, what is that?' 'That,' said I, 'is my last song, Mr. Prentice.'

" 'Is it?' asked the old man, as a merciless glitter came into his eyes.

" 'Then, thank God! You ought to have quit long ago.' "

When the War between the States began, Hays and Prentice parted company, for Hays was a rebel and Prentice achieved fame as a Union-

ist. Hays became a sort of correspondent-at-large, and between newspaper sorties worked as clerk or master of steamboats on the Mississippi. One of his exploits was to bring GRAY EAGLE to New Orleans from Vicksburg with a big trip of cotton. He was met at the landing by troops of General "Silver Spoons" Butler (couldn't that man do ANYTHING right?), who escorted him to the prison. The charge? Composing and publishing treasonable songs. Hays fertile pen had produced "My Sunny Southern Home" and it was the rage of New Orleans at the time.

In 1868 he joined the Louisville Courier-Journal as river editor under the famous "Marse Henry" Watterson, one of America's great editors. This "Marse Henry" was the man who published the best recipe for a mint julep, one in which all the mint, sugar, ice, and water are thrown out and a tumblerful of straight Bourbon is drunk neat. But to get back to Captain Hays (he had master's license for rivers flowing into the Gulf of Mexico), his column soon became required reading for all rivermen. The column was variously styled "Our Log," "Driftwood," or more plainly, "River News," and it was a folksy informative mixture of news, poetry, wit, and advice. Whimsy had its place in such notes as the "Howling HIBERNIAN (sic)," the "Neat but naughty NORA BELLE," the "Musical MINNIE BAY" listed under "Boats Leaving This Day."

The column bristled with acid comments about politics, current events, and civic caducity like, "An old lop-eared sow and ten pigs own Fourth Street from Main to the River!" You will note that the "Lop-eared Sow"

Below, for contrast, is how WILL S. HAYS appeared from ahead. -- Author's colln.





can have the rest of Fourth Street for all that Col. Hays cares; THAT ONLY HEADS AWAY FROM THE RIVER!

"Box-like in appearance and devoid of the graceful lines which our local shipyards are noted for" is his comment on a Pittsburgh-built boat. In those days, pride in one's home town was a very real thing. New steamboats, regardless of where they were built, were always the epitome of western river craft when they were written up, but somewhere within the article an unequivocal statement would appear to let all and sundry know that "foreign" boats would be unquestionably finer if they had been built in "Our Town."

"Prospects good for more rain at night." The weather, particularly as it affected the stage of the river, came in for its share of attention. Colonel Hays was instrumental in publishing telegraphed weather reports before the Army Signal Service established a similar service. These reports included gage readings

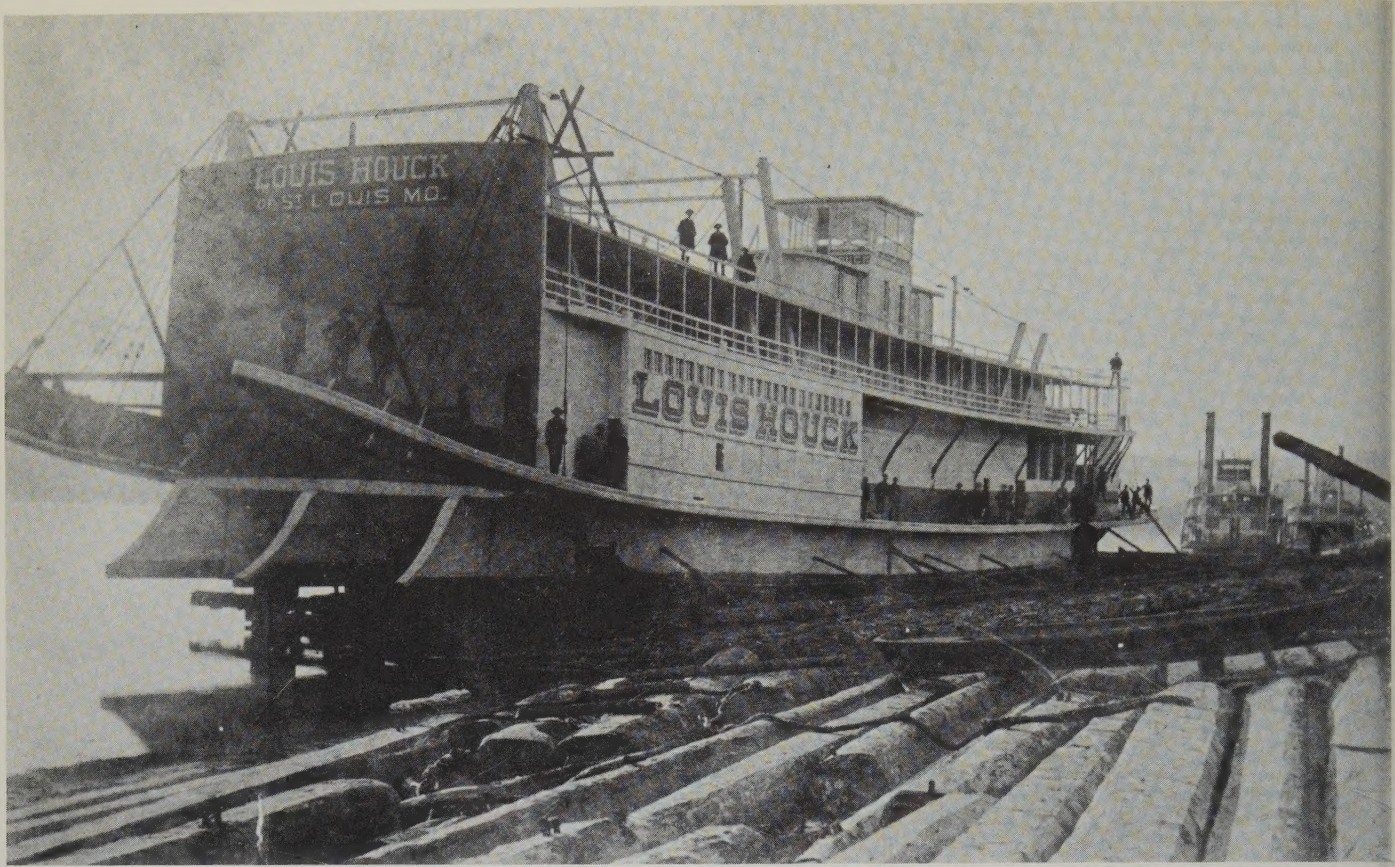
At left is the cabin, from a photo made while it was on THOMPSON DEAN. There is a photo of WILL S. HAYS' cabin, but it is scratchy, dim and bad. And only minor changes were made to the interior. It's a pretty fancy piece of woodwork, isn't it?

-- Author's colln.



And this is THOMPSON DEAN.

-- Author's colln.



LOUIS HOUCK used the engines from WILL S. HAYS. 210' x 37' x 6' made this boat the same class as J. B. FINLEY, CHARLES F. RICHARDSON and JOSEPH B. WILLIAMS, the giants among towboats, and she ran under various names until 1928. Her other names were BARRETT and NEW ORLEANS, and she almost got named FRANK HYATT, but burned before the sign painters got to her. -- Author's colln.

at various points along the river and were invaluable to rivermen. One classic report was in poetic form. On December 12, 1882 Hays wrote,

"First it blew,
And then it snow,
And then the river friz."

Probably the greatest honor ever tendered to Will S. Hays was the giant packet named for him. This big, beautiful steamboat was built by the Pittsburgh Boat Yard Company at Freedom, Pennsylvania, in 1882. She was equipped with an electric light in each stateroom, an unheard-of luxury in that day. She was fast, too, and she broke a couple of records down Baton Rouge way. Of course, Colonel Hays pulled out all the stops to describe her when she came to town. A big whoop-tee-do was planned for her arrival at Louisville on her first trip, but when she finally reached that place she couldn't stay. The river was falling and full of ice on January 12, 1883, so she paused for only five hours during a dreary day. Will Hays got aboard and rode her down to New Orleans, arriving on January 15. It takes a good boat to run down from Louisville to New Orleans in that short of a time (two days and some hours). When she tied up one Eugene Tisdale stepped aboard, unreeled a scroll and recited,

"Harp of the South! the Creole State,

To strength and beauty debtor,
Bids love relating future fate
Unclasping many a fetter,
Command the gift that Heaven awards
And gaily tune thy golden chords,"

and so on and on for ten more stanzas. Fortunately prohibition had not reared its ugly head in 1883 so we may rest assured that the auditors of this bit of eloquence were able to deaden the pain with suitable libations from the bar.

Six years after the grand celebration in New Orleans, WILL S. HAYS was no more, having been cut down by ice at St. Louis. The big decline in packet boat traffic was well under way. Colonel Hays fought a valiant fight against the enemies of river trade, especially railroads, and greedy politicians and town "boreds" who charged such excessive wharfage fees. He maintained his masters license to the end of his days, and his jokes, poems, and satirical comments appeared daily for forty-five years expressing the love of every boatman for his river. Little wonder, then, that all of the river folk felt such a loss on that July day of 1907.

But Will S. Hays lives on. At least three of his songs are still sung: "Keep in de Middle Ob De Road" and "Mollie Darling" are favorites of Barber Shop Quartets from coast to coast and everybody knows "Dixieland,"

which he claimed he got from a banjo-plucking slave. River historians still honor him by referring to his columns for factual, up-to-date information just as his river contemporaries did.

R. I. P.



*Yours
Will S. Hays*

LOCAL RIVER REPORT.

Here we will attempt to give you an idea of a typical Will S. Hays column. This one appeared under the above heading in The Courier-Journal, Louisville, Ky., July 11, 1888.

It was divided into four parts: "Arrivals and Departures," "Boats Leaving This Day," "River, Business and the Weather," and the main body, "Our Log."

Under "River, Business and the Weather," it was noted that "The river was rising last evening, with 5 feet 8 inches water in the canal, 3½ feet in the chute on the falls, and 8 feet 3 inches at the foot of the locks. The upper Ohio is rising, and a big river is expected at an early day; coal barge and probably towboat water at Pittsburgh in a day or two. Business dull. Weather clear and pleas-

ant. Prospects good for more rain at night."

Then came "Our Log," from which we give as much as space will permit.

* * *

Coal's a-comin'.

'Rah for a rise in the river.

BUCKEYE STATE, for Memphis, to-morrow.

S. L. WOOD and tow passed Cairo, coming up, Monday.

JOHN A. WOOD and tow will be up to-night or to-morrow.

Head off those charcoal Comanches yelling through the streets.

An old lop-eared sow and ten pigs own Fourth street, from Main to the river.

Nearly 10,000,000 bushels of black diamonds at Pittsburgh, ready to come.

ROBERT PEEPLES and tow are due down to-day, bound for the lower Ohio.

Bent Clark came down from Pittsburgh yesterday to pilot O'NEIL and tow to Pittsburgh.

DE SOTO, with a bit in her teeth, and frothing at the mouth, was due up last night.

JOE B. WILLIAMS and tow are due up at noon to-day. She goes on to Pittsburgh to lay up.

NAIL CITY arrived from the Kanawha with a tow of coal yesterday and returned with a tow of empties.

Billy Smith's mother died yesterday, and his marine friends sympathize with him in suffering the loss of his best friend.

RAINBOW and MADISON left with good trips of people yesterday. The passenger traffic on steamboats is improving.

Capt. Gus Honshell, Secretary of the Big Sandy Packet Company, at Cincinnati, has resigned, and Watt Shedd takes his place.

MINNIE BAY leaves here daily at 1 o'clock p. m. for Madison, and LOUISE leaves for Carrollton every Tuesday, Thursday and Saturday at 3 o'clock p. m.

One of the oldest and most efficient officers in the service of the L. and C. Mail-line Company is Capt. Charlie Fuller, on the wharfboat at the foot of Third street.

The Cincinnati Coal and Steamboatmen protest against Huntington building an obstruction to navigation in the shape of a railroad bridge, and propose to see that if one is built, it must be a high bridge with wide spans. (Times don't really change. See "Inland Rivers" in this issue. -- Ed.)

The new daily line of steamers running between St. Louis and Keokuk are "getting away" with the railroads. The boats handle freight quicker and cheaper than the roads can do it. The men who run the boats don't sit down and sigh "O, we can't compete with railroads." Not much. They get up and "go for 'em," and get what they go after.

The big, powerful and beautiful towboat W. W. O'NEIL, Capt. Walter Carroll, after a big season's work and a few repairs here, left for Pittsburgh last evening with fourteen empty barges....

BERMUDA'S CORONA

By Alan Staight

Just before noon on October 15, 1960, the Bermuda Government's veteran ferryboat CORONA slipped her mooring in Hamilton for the last time and was taken in tow by two motorboats. Down past Albuoys Point, past the Princess Hotel and out through Two Rocks Passage they towed her, all an old familiar run to the aged vessel. The tow moved across the Great Sound and around the "corner" of Ireland Island where CORONA had carried so many thousands of tourists to the Sea Gardens on sunny summer afternoons. Well down on the west side of Somerset, CORONA was stopped. She was then set on fire and later the burned out hull was sunk. So ended over 58 years of service in Bermuda waters. As the final disposal by the "wreckers" had not been announced, several fishing boats and private yachts sped to the "rescue" of the burning steamer, only to find it was a funeral.

CORONA was laid up in Hamilton Harbour for nearly a year before her final fate was decided. During that time several offers were made for her. These included plans for a floating restaurant, a houseboat and even a gambling casino. But nothing came of them, the cost of necessary reconstruction being prohibitive. Gradually she began to be sold piecemeal; the boats and davits went first. Odd souvenirs of all sorts were gradually removed and most of the valuable brass in her engine room was sold. Her big five-foot diameter steering wheel was removed and now stands in the Head Office as a memorial. When she finally left Hamilton for the last time, hardly anything of value remained aboard. Her steam whistle was removed and fitted on board the big tender CHAUNCEY M. DEPEW and thus can still be heard ringing over the Harbour and Sound.

CORONA was built in 1899 by T. S. Marvel and Company at Newburgh, N. Y. and ran on the Hudson River as OSSINING. Some old-timers here claim she was originally named WILLIAM B. OSBORNE and was the Sing Sing Prison boat, but I have never found confirmation of this. In 1902 she was owned by Capt. Fred Jenks of Ossining and he sold her to the Bermuda Transportation Co. (then called the Island Steam Service). She steamed to Bermuda safely in May, 1902, and entered the Hamilton-Somerset services. Also, she was employed in cruising and on sea-garden excursions. One of the largest Bermuda ferryboats, she was 90 feet long with a 25 foot beam and was then capable of carrying 500 passengers.

In 1906 she burned down to the guards while at moorings. She was rebuilt to practically her identical appearance and at the same time was renamed CORONA. Since then she



CORONA arriving at Cavello Bay wharf, 1958.

-- Photo by author

has twice had her boat deck dismantled, once by a tornado and once by a hurricane. But the rising cost of coal and expenses involved in maintaining such an old craft gradually began to catch up with her. She was used less and less for ferry service and did mostly excursion work, including conveying picnic parties to the various islands in the Sound, being spectator boat for yacht races and even serving as a tender to anchored ocean liners. The Somerset ferry was operated by the less expensive diesel vessels WILHELMINA, CORALITA and COMMODORE.

In November of 1959 CORONA made her last run in any service and was laid up at a buoy near Whites Island in Hamilton Harbour. There she swung dejectedly for a year while her final disposal was being decided. At one time it was suggested that she be converted to a buoy tender, but a survey of her ancient boiler and weakened, rusted frames ruled this idea out. One prospective buyer even wanted to take her to

Canada and use her for ferrying cattle on the St. Lawrence River, but this plan, too, fell through. During the time her fate was being pondered, she lay sadly at the buoy and many Bermudians of two generations watched and waited to see what would be her fate. Children who had travelled in her recently remembered that their fathers and grandfathers knew the old CORONA well and the Somerset ferry didn't seem the same without her. Through all weathers for over half a century she had been the commuters' favourite "packet."

The waters of the Great Sound can be very turbulent at times, particularly when the wind is in the northwest. On one occasion several years ago, when I was purser in CORONA, we left Cavello Bay one evening just before a hurricane. As soon as we cleared the Bay we caught the wind and waves. The old CORONA pitched and rolled. Up in the wheelhouse the sashweights in the sliding windows began dancing and rattling. Seas shipped over the bows sent heavy spray over the wheelhouse windows. This went on for nearly half an hour until we struggled into the lee of Spanish Point. From then on it was fairly smooth sailing to Hamilton, where we found the Marine Superintendent anxiously awaiting us. He ordered CORONA to tie up at her hurricane buoy right away. We landed the half-dozen badly shaken passengers and quickly moored up just before the weather really broke.

Only CORONA could have withstood that passage without damage. The smaller and much slower CORALITA has often had thick glass windows broken by waves in much less wild weather. In this sort of weather most passengers prefer to go by road, but there are still a few hardy commuters who will face anything by water. In northeasterly gales (usually in January and February), the Somerset ferry is often cancelled altogether because all the docks at the West End are too exposed for the vessels to risk going alongside them. Then the commuters are sent by bus, and sometimes even the buses have trouble bucking wind and spray on the exposed coast road.

When CORONA was on the Sea Garden (or glass-bottom boat) trip, bewildered passengers would often wander around her lower deck looking for her "glass bottom." Actually CORONA only conveyed the passengers to and from the Sea Gardens. At the "reefs" she would anchor and sightseers would be transferred to small glass-bottom boats to view the marine gardens and undersea wonders of the reefs. These boats were large rowboats, with two twelve-foot oars each, and, if the wind came up during a trip, the boats sometimes were too heavy to be rowed back to the anchored CORONA. They would drift rapidly off to leeward and CORONA would have to weigh anchor and literally "chase" them down channel to retrieve the passengers. Usually CORONA would tow the punts out to the reefs herself, but often a powerful motorboat was sent along to look after them. The Sea Garden trip is now operated in a very different manner by the large twin-hulled, self-propelled glass-bottom boat CALYPSO.

Early in 1961 a new, steel-hull, diesel CORONA (with a sistership TRITON) will make her appearance to carry on the traditions of the old veteran. Built by Brooke Marine, Ltd., at Lowestoft, England, the new CORONA is 68 feet long and is a twin-screw vessel powered by two "Gleniffer" diesels. She has been designed for both ferry and excursion service. She will enter the Somerset ferry services early in January and her sistership will operate in the Paget and Warwick service, replacing the veteran 33-year old wooden-hull, ex-steamer LACONIA.

For the past year the Somerset ferry has been well maintained by the diesel (ex-steamboat) CORALITA (previously FRANCES) and the small diesel COMMODORE, a former Imperial Airways ferry. In 1961 the old CORALITA (nicknamed the "Flying Saucer") is due to be rebuilt as an excursion vessel and will take over the various picnic, yacht-race and excursion duties of the old CORONA.

Mystery Picture



CORONA in 1947.

-- Photo by author



-- San Francisco Maritime Museum Assn.

CRUISING WITH YARMOUTH

By Rodger W. Fredrick

It was a relief to leave winter's icy blasts behind when this traveler departed from Philadelphia one Friday afternoon in January. My destination was Miami, the gateway to the Caribbean and starting point for a cruise on a ship which needs no introduction to most steamship fans. YARMOUTH was my choice for a seven-day voyage through sunny southern waters. Having a few hours to while away after arrival in Miami, I left my baggage with YARMOUTH's porters at pier 3 and set forth on a short walking tour of the waterfront.

Tied close by was AZUA, a rather stubby freighter with the same funnel markings as YARMOUTH. Further over lay the trim little steamer HOLIDAY. Conversation with her chief engineer revealed that she had been SKJERSTAD, a Norwegian coastal vessel; and prior to that, HANSA. The owners had intended to operate a service from Puerto Rico down through the Leeward Islands, but now they were talking of a weekly service from Miami to the Yucatan Peninsula. Across the way was ABACO CLOUD of the West India Line. This craft had the appearance of a little aircraft carrier.

A blast from YARMOUTH's mighty whistle reminded me that departure time was nearing and I soon hurried back to pier 3. Boarding formalities were easily completed and a steward led me to my small but comfortable cabin. That blanket with the old Eastern Steamships' emblem caught my eye right away. After stowing my luggage and changing to summer attire, I went topside. The observation deck, which is just forward of and below the bridge, appeared to be the best spot to watch departure activities. An unusual aspect of the proceedings was the removal of the gangplank, which extended between the second floor of the pier and the promenade deck of the ship. A fork lift truck with a scaffold tied to the lift, hoisted the gangplank from beneath and pushed it into the pier. To the tune of "Anchors Aweigh," YARMOUTH departed on schedule and headed down the channel, passing numerous yachts along the way. In half an hour we had cleared the breakwater and entered open water. Later in the evening I toured the ship, pausing along the way to admire her big, brass, builders' plate. YARMOUTH's owners must be unwilling to admit her age, as the date had been removed.

Sunday morning dawned warm and clear as we steamed through an incredibly calm sea. Our course was taking us southeastward along the north coast of Cuba. The courteous Chief Purser arranged for me to visit the engine room that morning. The order and cleanliness of this working space was on a par with the very good housekeeping throughout the ship.

Fresh paint was everywhere, especially on the twin sets of Parsons turbines and the propeller shafts. At the time, we were steaming on five of the six Scotch marine boilers, the sixth being held in standby. I noted with satisfaction that the date on the engine room builders' plate was intact. Quite a few ships were sighted during the day, mostly tankers and ore ships. Prior to the evening cocktail party, I briefly met YARMOUTH's Master, Captain Paul Francoeur.

During the night our good ship rounded the eastern tip of Cuba and headed south through the Windward Passage. YARMOUTH was rolling nicely in a long swell early Monday morning. By 10 a.m. the lofty Blue Mountains of Jamaica hove into view and shortly before noon we eased through the narrow entrance to Port Antonio's little harbor and swung into the United Fruit Co. pier on the bow anchor. I spent the afternoon swimming, then checked into a little guest house to stay overnight. Tomorrow I would "land cruise" by train across the heart of Jamaica to Kingston. Sometime after midnight, YARMOUTH's whistle briefly roused me from sleep as it signalled the departure for Kingston.

Tuesday morning I left Port Antonio on the 6 a. m. mixed train. This journey offers an unexcelled view of the beautiful north coast and lush tropical highlands of Jamaica. Arriving in Kingston, I rejoined YARMOUTH. Nearby in this great port were a host of ships -- IONIC, CARIB QUEEN and Moore-McCormack's BRASIL, to name just a few. Anchored in stream was HANSEATIC, which had an itinerary similar to ours with the exception of a call at Port Antonio. At 5 p.m. YARMOUTH began backing away from her pier as HANSEATIC started down the channel. Just off Plumb Point, I spotted the wreck of TEXIA, a Liberian freighter which had run onto the rocks. It was quiet aboard ship that evening. The tropical heat was too much for northern veins.

Wednesday dawned clear and hot as we steamed off the coast of Haiti, bound for Port-au-Prince. Several miles ahead on our port bow was the FRANCA C. of the Costa Line. By 9 a.m. we had overtaken her and exchanged whistle signals, and about 10:30 a.m. we approached Port-au-Prince, easing by the anchored HANSEATIC. Here began a period of indecision, which prolonged the delay in going ashore, as our ship was already behind schedule. Grace Line's SANTA ISABEL was to have moved into the forward empty space at the two-ship dock, making room for us, but would not do so. Having been grounded twice previously in the forward berth, YARMOUTH's master decided not to go in and anchored in the stream at 11 a.m.

YARROUTH looked like this in her younger days when she sailed for Eastern.

-- Photograph by R. Loren Graham, June 23, 1935



To add to the confusion, HANSEATIC had monopolized the tourist department launches, causing us to lower two of our motor lifeboats for use in ferrying passengers ashore. Port-au-Prince is not an attractive city; its poverty and decadence are appalling. At 9 p.m. YARMOUTH raised anchor and departed in a drenching rain.

Thursday was another perfect day. Shortly before noon I was permitted to visit the bridge. The genial young officer on watch gave me a rundown on our position, course, and some of the instruments. The afternoon was spent lazing on deck as the Bahamas slipped by. I kept an eye open for HANSEATIC, as she was expected to overtake us about 4 p.m., but darkness came with no sign of her. While watching for ships that evening, I was invited back to the bridge by the same officer who had been on watch in the morning. A long and interesting conversation followed, quite naturally beginning with ships and the sea. At 11 p.m. HANSEATIC finally showed far back on our port quarter; just before midnight I thanked my host for an enjoyable evening and headed for my cabin.

A chill in the air Friday morning reminded us that we were steaming toward northern waters again. HANSEATIC was several miles ahead on our starboard bow. We docked at Nassau on schedule, briefly tangling our bow lines with those of ESCALANTE, a Royal Mail Liner. A variety of sailing vessels, coastal freighters, and yachts crowded the harbor. HANSEATIC was anchored in the channel as usual. I roamed around this pleasant island in the morning and spent the afternoon at the races. But all good things end too quickly, as YARMOUTH's whistle signalled the impending departure for Miami.

Saturday dawned overcast with a light rain falling. In very little time, the tugs ATLAS and VICTORY had YARMOUTH turned and docked at Miami. Reluctantly, I bade goodbye to the many fine people with whom I had sailed, debarked from the grand old ship and headed for home.



This is SKJERSTAD a HANSA c HOLIDAY. See also "Chesapeake Bay and South" in this issue.

-- EOC Colln.

CONNECTICUT RIVER RAMBLE

Another noted waterway flowed into the limelight on Saturday, October 1, when the diesel NELSECO II, dating from 1917, handled a charter from the Capitol City of Connecticut 52 miles down to Saybrook Point, and back up-river to Hartford. This was for the account of the Connecticut River Watershed Council.

Headed by Dr. J.G. Davidson, the Council is similar in aim to the AVIA and other inland waterways associations. The purpose of the special trip was to awaken the public to the fact that the lower river deserves more attention and use than it has been getting.

Among the more than 350 passengers who enjoyed the trip, the brisk Fall weather and the hospitality of the Council, were several SSHSA members. These included our president, James T. Wilson; our secretary, Mrs. Wilson; your writer and Atlantic Seaboard editor, and Mrs. Cotterell. Once again the SSHSA flag was flown from the jackstaff.

Comment was heard that the Connecticut is as beautiful as the Rhine. Another likened it to Killarney and by so doing, got herself on the front page of the Hartford Courant the next day, Sunday. The joke of this was that the female reporter closed her ears to the closing phrase, "...up on Georgian Bay." Personally, I thought the scenery more similar to that along the Ohio between Louisville and Evansville, even to the Ox-Bow Bends.

Only commercial craft seen enroute were three small coastal-type oil tankers, including BALTIMORE GETTY; tugboat SARATOGA of Newark with an empty barge; the diesel double-ended ferryboat SELDEN III 257366 at Chester-Hadlyme; and an Ohio River-type ferry, HOL-LISTER III. This last, a steel "flat," is hauled back and forth between Rocky Hill and South Glastonbury by a tiny tug named CUMBERLAND, which is lashed alongside.

The next day, NELSECO II was scheduled to handle a veterans group from Middletown, Conn., over to Greenport, L.I., and back.

-- Harry Cotterell, Jr.

* * *

The Connecticut Electric Railway Assn., Inc., had planned to operate a Connecticut River cruise on May 21, again with NELSECO II but this time from Saybrook to Hartford and return. Unfortunately, the organization was forced to cancel the trip due to lack of patronage. Over the past 20 years, it has operated many successful train and trolley trips. This would have been its first boat excursion.

ZOUAVE

Kenneth H. Dunshee, editor of News from Home, would like to hear from anyone who has a picture of any of the several steam or sailing vessels named ZOUAVE. The address is 131 Cedar Street, New York 6, N. Y.



SABINO in her happier days shoves off from her Portland wharf with a load of excursionists. The picture, probably taken during the 1920's, shows the little steamer before superstructure changes "ruined her figure."
-- Portland Evening Express

SABINO BEING SOLD DOWN THE COAST

By Harrison Brown

Staff Reporter

Portland (Me.) Evening Express

The little Casco Bay Lines' passenger boat SABINO lies forlorn and neglected at her Custom House Wharf berth. She has not been used for nearly three years. Her presence causes little or no comment on the part of the many island ferry passengers who see her every day. She's just there.

But soon she will not be there. A Massachusetts man is negotiating for her purchase and it is fairly certain that one of these days she'll be sold down the coast, if not down the river.

And then SABINO may still remain unhonored, but she will not be unwept or unsung.

For she is the very last steam-powered passenger vessel left in Maine and one of the very few in the entire Northeast.

When the little steamer departs she will write finis to a once-brilliant chapter of maritime history. And hundreds of younger people who think now that a boat ride involves either the frenetic, hornet-like whine of an outboard or the noisy, shaking stench of a diesel may never know any better.

They may never have the pleasure of hearing those soft sighs and chuffs and chuckles which are the only sounds a well behaved up-and-down steam job makes, the clank of a furnace door, or the scrape of the fireman's scoop on wet steel plates, or the lordly, stentorian blast of a real whistle.

They may never sniff the clean, antiseptic smells of hot iron and lube oil or the honest whiff of soft-coal smoke. They may never feel the soft shake of a steamboat dock-

ing or the surge of smooth, quiet power when she is under way. And more's the pity.

SABINO was launched 53 years ago in East Boothbay. She was a fat baby from the beginning. Her beamy wooden hull is only 56 feet long and appears stubbier because she was built with sponsons, which are bulges extending from below the waterline up the boat's sides to her sheer to provide extra buoyancy and stability.

The little boat, however, did have a pretty fair figure in her youth. During her heyday her main-deck cabin did not come out all the way to the vessel's sides and a deck was left for easy passage between bow and stern. The forward part of her main deck was left open so passengers could take the air without getting a sunburn.

She was a lot more careful about her appearance in her younger years, too. But in her middle age they extended the main deck cabin to the sides and closed in the foredeck and, as a result, she has come to resemble an obese duck.

The steamer carried passengers between Bath and Popham Beach for several years before she came to Portland in September, 1927, to replace ADMIRAL on the island runs.

At the time the Press Herald reported: "She is considered to be a great improvement over ADMIRAL, inasmuch as there is a separate saloon for ladies."

She has one boiler, coal fired, and a 110-horsepower, two-cylinder Paine compound engine. On a trip to Bailey Island and back she used to burn about two-thirds of a ton of soft coal and with a bunker capacity of four tons has a cruising range well beyond local needs. She could steam for hours at seven or eight knots. Her chief (and only) engineer for many years has been Walter Clark of Peaks Island. He was also fireman.

Peter T. McLaughlin, general manager of the Casco Bay Lines, said the steamer, despite her dilapidated appearance, still is in reasonably sound condition. Engineer Clark goes over her innards once in awhile and every year a diver inspects and cleans her bottom. She was last licensed to carry slightly more than 100 passengers.

McLaughlin said SABINO's voyage to Massachusetts may be made under her own steam -- or on her own bottom, anyway -- and she will not have to suffer the ignominy of being hauled overland on a flatbed trailer.

In 1958, her last active season, SABINO was more popular than the diesel boats with tourists. The comfort, quiet and fascination of steam were the reasons. And during winters in the old days she was a lot more comfortable. That boiler threw off a lot of cozy heat for passengers below.

* * *

The foregoing article appeared in the Portland (Me.) Evening Express for April 5, 1961, and is reprinted here with the permis-

sion of that newspaper. This permission, together with the illustrations, was secured for us by Captain Howard L. Wentworth, Jr., of the Portland Pilots Association. We thank both the newspaper and the captain for their cooperation, and Mr. Brown for perpetuating happy memories of Portland steamboating.

* * *

On the opposite page is the little SABINO, posing for her picture in 1957, just before her last active season. -- Portland Evening Express (by Staff Photographer Morrison)

R. Loren Graham has sent in clippings from the Newburyport, Mass., Daily News to give us further news of SABINO.

On May 5 the paper reported that the little steamer had been brought to Newburyport recently from Portland and was owned by Phil Corbin and his son James, who operate Corbin's boat yard at Brown's wharf on the Merrimack River. EMITA, another former Casco Bay vessel, "...is now high and dry and permanently out of service, across the river, where the Corbins also own waterfront property."

Said James Corbin of SABINO, "I'd estimate 2,000 people have been aboard it since we arrived last week. Some of them are after me to go in partnership with them taking cruises. Others are urging that we fix it up for cruises. I never believed there would be so much interest."

He had had the steamer out on the river the preceding Sunday and previously had rashly said he would be glad to take anyone along. Before he knew it, a couple of hundred were on hand.

On May 14 he took the vessel out for a couple of trips, which provided material for a feature, with four illustrations, by the Newburyport Daily News.

It said in part, "The passengers included mothers being given a Mother's day treat, and also a party headed by R. Loren Graham of Swampscott, vice president of the Steamship Historical Society of America.

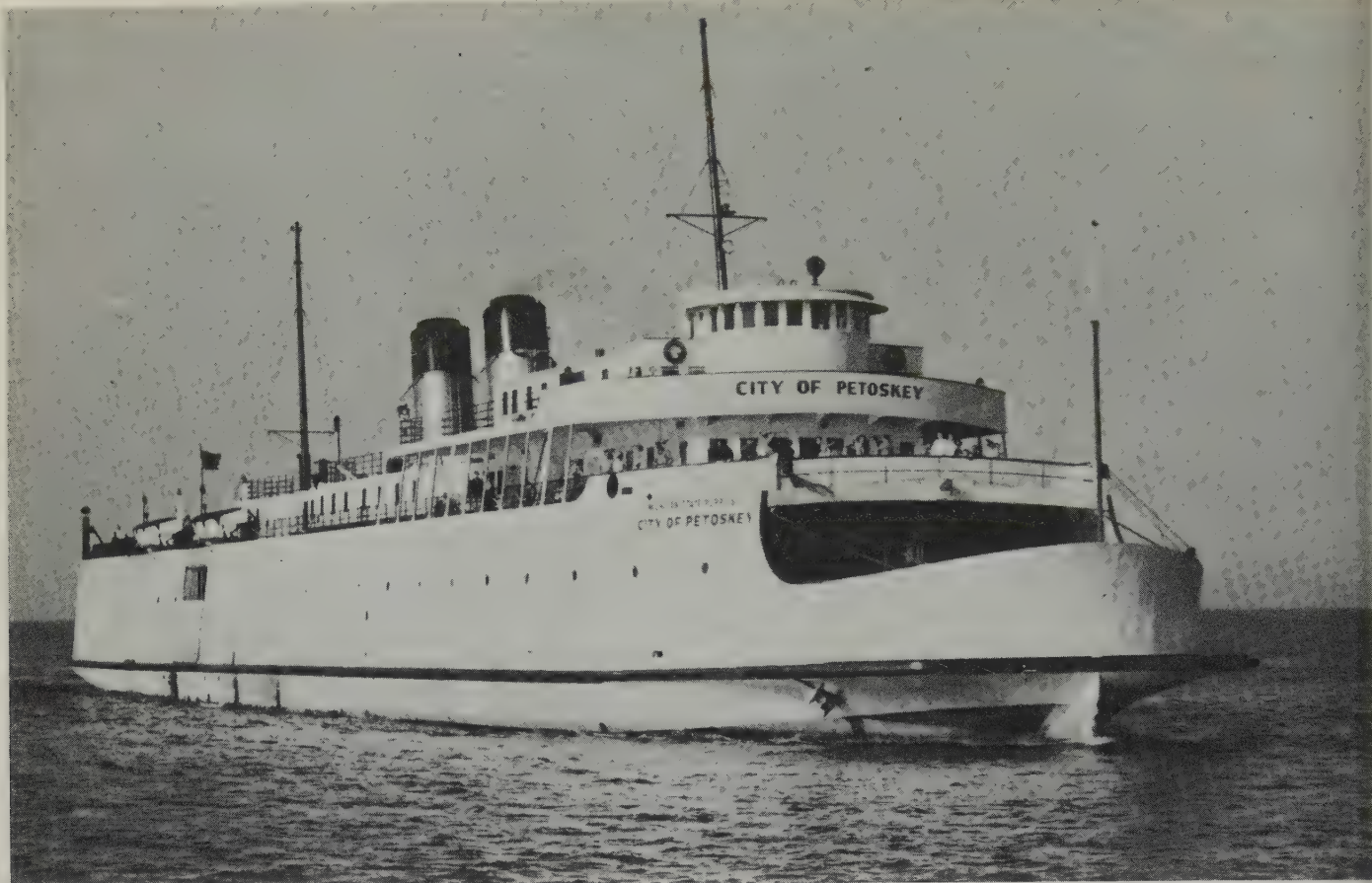
"Wonderful, wonderful!" exclaimed Graham as he expressed the hope that the tiny craft...would be put into service carrying excursion parties....

"The thick black smoke that poured from the funnel was admittedly very satisfying to the Steamship Historical Society officer. And when he asked, 'Can you spare a little steam for the whistle, Mr. Pilot?,' Jimmy Corbin pulled the whistle cord, and a big puff of white steam accompanied the piercing wail of the steamer's whistle."

The paper went on to say that Jimmy Corbin has fallen in love with SABINO and wants to refurbish her, although her future is still undecided.

To round out his coverage, Loren Graham took the picture at the right of SABINO lying at Newburyport on May 14. We join him in hoping that she will keep steam up all summer.





CITY OF PETOSKEY at Mackinaw City, 1953.

-- Photo by EJD

Great Lakes System

Duluth to Niagara

Rev. Edward J. Dowling, S. J., Editor
University of Detroit, McNichols Road
at Livernois, Detroit 21, Michigan

During the winter months, at least a dozen old freighters were added to the increasing number being sent to the scrap heap. The following are known to have been sold for that purpose: CALCITE, 1912; DENMARK, 1909; J. F. DURSTON, 1908; ROBERT N. JOYNT a SMITH THOMPSON, 1907; PRICE MCKINNEY, 1908; JOHN S. MANUEL a ST. CLAIR b E. L. PIERCE, 1910; WILLIAM A. PAINE, 1905; PERSEUS a FRANK J. HECKER, 1905; RUFUS P. RANNEY, 1908; WILLIAM F. STIFEL a NORMANNIA, 1908; SWEDEN a L. C. SMITH, 1902; JAMES WATT, 1896.

Besides the above, several more are rumored to be headed the same way.

Three old American freighters have been sold to Canadian ownership and will be registered in Bermuda or the Bahamas. They are A. A. AUGUSTUS, 1909, which will become b HOWARD HINDMAN; JOHN DUNN, JR., 1910, which will become b SPRUCEDALE; and NORMAN J. KOPFMEIER a E. D. CARTER b WILLIAM T. ROBERTS c DOW CHEMICAL, 1906, which will become e PINEDALE.

The only new tonnage at the beginning of the season was under the Canadian flag. The

vessels were a large bulk freighter, WHITEFISH BAY, built at Lauzon, Quebec, for the Canada Steamship Lines; bulk freighter CANADOC, also built at Lauzon for N. M. Paterson & Sons, Ltd.; and the package freighter FORT CHAMBLY, completed at Collingwood and operating under long-time charter to Canada SS Lines. It is strongly rumored that an American company will soon announce contracts for four large bulk freighters.

Offers of \$25,000 each for the idle, former Straits of Mackinac auto ferries CITY OF MUNISING a PERE MARQUETTE 20 by a Chicago potato dealer, and CITY OF PETOSKEY a PERE MARQUETTE 17 by the Straits Transit Co., are awaiting approval by the State of Michigan.

Niagara to the Sea

Daniel C. McCormick,
1 Isabel Street, Massena,

Editor
New York

The old St. Lawrence canallers become fewer in number as each day passes, yet those which remain continue to carry on an old tradition. In recent months, some of the changes are these:

FAIRMOUNT Can. 168808 -- from Canada Steamship Lines, Ltd., to Marine Industries, Ltd.
RIVERSHELL Can. 161572 -- from Shell Canadian Tankers, Ltd., to Arthur Hill, Burlington, Ontario. Renamed GOOD HOPE and will continue

in service as a tanker.

GEORGE S. CLEET Can. 132745 -- has been renamed BAY GEORGE.

SOUTHCLIFFE HALL Can. 179194 -- renamed OREFAX by Hall Corp.

NORTHCLIFFE HALL Can. 179195 -- renamed CAPE TRANSPORT by same owner. JK

Hall Corp. is looking forward to delivery of the first laker built for their fleet. Constructed to maximum dimensions of the Seaway system by Fairfield at Govan, Scotland, this vessel is due in service in early September.

Misener Holding's WHEATON a WESTCLIFFE HALL (the first), is in service this season after wintering at Prescott Elevator with other canallers of the same group. These included PAUL MANION, CARDINAL and BRAMPTON, for which buyers are still being sought.

Lake Survey's tug WILLIAMS, purchased last fall by the St. Lawrence Seaway Development Corp., has not been used. After being tied up at the lower wall at Snell Lock during the winter months, she has now been moved to the Corporation dock at the mouth of the Grasse River. The idea behind her purchase was to provide coverage for the intermediate pool, in case ROBINSON BAY should be caught above Eisenhower or below Snell.

The first vessel of the season to lock through the Seaway, on April 15, eastbound, was Canada Steamship Line's package freighter FORT HENRY. Its laker COVERDALE, now operated by the wholly owned subsidiary Ocean Lines,

Ltd., Bermuda, was the first vessel into the locks at St. Lambert, westbound.

A new laker is being constructed by the Verolme Drydock Co., Cork, Eire. JK

Launched at Sarpsborg, Norway, in March, was the motorship BEAVERFIR. This new addition to the fleet of the Canadian Pacific Steamships Ltd.'s service to Europe from eastern Canadian ports, is 334'6" x 50'6", 4,600 gt, and has a speed of 16½ knots.

The dubious honor of being the first vessel to ground in the Seaway this season, was won by the Manchester Line's MANCHESTER FAITH when she touched bottom near Wilson Hill, several miles west of Massena, early on the morning of Tuesday, May 2. She was hauled off at 3 a.m. on the 4th by Pyke Salvage Co.'s tugs SALVAGE PRINCE and SALVAGE MONARCH.

Canada Steamship Lines' passenger service will operate as usual, with ST. LAWRENCE and TADOUSSAC on the regular run between Montreal and Bagotville, and RICHELIEU cruising. ST. LAWRENCE is scheduled to make the first sailing from Montreal for Bagotville on June 10. After returning to Montreal, she will make one round trip to Murray Bay only and then continue on the Bagotville run, June 16-September 5. TADOUSSAC will go on the route June 15 and make the final eastbound sailing from Montreal on September 4. RICHELIEU will depart from Montreal on her cruise to Chicoutimi every Monday, June 19-September 4 inclusive. All three steamers are in their usual excellent condition.



PERSEUS at Ecorse, 1952.

-- Photo by EJD



A gallery of MISSISSIPPIs. The first, built in 1882, is at the left; the second, a LEOTA, built 1899, at the right. (Both from The Waterways Journal.) And above are the third (left) and the fourth.



Inland Rivers

Public ceremonies on the bank of Lake McKellar at Memphis April 19 marked the retirement of a famous sternwheel steamer, and brought closer the end of all steamboating on the Lower Mississippi. MISSISSIPPI, third packet-type inspection steamer of the Mississippi River Commission, U.S. Corps of Engineers, was formally decommissioned in a program which brought her bow-to-bow with her diesel screw successor of the same name, and which began with a blast of the steamer's whistle and ended with a snarl of the diesel's airhorn. The final fate of the 220' sternwheeler, built 1927 at Paducah, has not been determined.

The new 3720-hp., 217' MISSISSIPPI, which, besides her 30-passenger stateroom capacity, can push 24 barges with 15,000 tons of cargo, is one of the most powerful diesel vessels introduced on the rivers this year. She is surpassed by J. E. ALQUIST, American Commercial Barge Lines, 6500 hp.; EUGENIE P. JONES, Canal Barge Company, 4350; and two new 4000-hp. boats for the Ohio River Company, JOHN LADD DEAN and ORCO. Early in April the DEAN came down the Ohio pushing 30 "loads" of coal, called by Mack Gamble "contestant for the title of heaviest coal tow ever moved in this area."

Less heavy-muscled newcomers include 4 3200-hp. boats: ANN BRENT, J. E. Brent; DOUBLE D, Vest Transportation; NED MERRICK, Canal Barge; and SUSAN RAMSEY, RMR Towing. Another motor towing vessel of special interest is the Missouri Pacific's 80' 800-hp. carfloat towboat NATCHEZ, built at Leavenworth, Kansas, to re-

place the 165' 1650-hp. sternwheel steamer JAMES Y. LOCKWOOD of 1898 on the railroad's Natchez crossing of the Lower Mississippi. A novel feature of the new boat is that her entire stern section is hinged to be raised out of water for underside repairs without drydock.

The advent of the new Ohio River Company boats seals the doom of the 171' sternwheel steamers OMAR and ORCO a CHARLES T. CAMPBELL b JOHN J. ROWE, both of 1936. It is reported that one of the two, probably ORCO, has been given the State of West Virginia for use in its 1963 centennial, and to become a permanent part of its state park system.

News of other preserved steamboats and river museums includes the successful beaching at Keokuk, Iowa, of GEO. M. VERITY a S. S. THORPE of 1927, preparatory to her late-summer opening as a museum there. Marietta reports that W. P. SNYDER, JR. a W. H. CLINGERMAN b J. L. PERRY c A-1 of 1918, heretofore a floating exhibit of the River Museum, will be beached and turned into a dry-land display as soon as the Ohio-Muskingum confluence attains a stage of 45'. A third beaching is that of the Yukon sternwheeler KENO, idle since 1954, to become a museum at Dawson, Alaska.

Above St. Louis the 1961 navigation season opened in an atmosphere of apprehension stemming from the Army Engineers' decision to lower minimum bridge clearances to 45' above normal high water. Both the Greene Line and Streckfus Steamers have said this clearance will preclude operation of their passenger vessels. In St. Paul, which would be above

several of the proposed low bridges, it was also pointed out that all of the larger new towboats, including the 182' AUSTEN S. CARROLL, recently built for an Upper Mississippi firm, would also be excluded. Believers in inland water transportation now pin their hopes on passage of legislation in Congress to make mandatory the traditional clearance of 3.7' overall, or 55' above normal high water.

Navigation on the Upper Mississippi, as far as Rock Island, was opened February 27, when STANOLIND A. and tow reached Lock 15. On the Missouri, NEBRASKA CITY reached Kansas City March 22. Though navigation was not officially open till April 1, some 48,000 tons had already been moved by March 31. One interesting upstream tow in April included the 5' two-deck diesel passengerboat DONNA MAE, en route to the head of Missouri navigation at Hankton, South Dakota, where she will be portaged around Gavin's Point Dam and placed in excursion service on Lewis and Clark Lake.

The excursion barge THUNDERBIRD and her diesel towboat of the same name, after five years' service at St. Louis, have been sold to Captain Loren A. Williams, for operation out of Davenport, Iowa. When she enters service there, she will have a second passenger deck and her towboat's pilothouse will be 4' higher.

Except for occasional visits of AVALON a WILDWILD and DELTA QUEEN, Huntington, West Virginia, has been without a sternwheel steamboat since the withdrawal last year of its five towboats of this type, including the 167' HERBERT E. JONES a JASON of 1941, last large steam

below, from The Waterways Journal, are DONNA MAE (top; photo courtesy Robert Graul) and SUSAN RAMSEY.



sternwheeler built on the rivers. Honors now go to the new 113' diesel towboat KATHY R. as largest Ohio-Kanawha River sternwheeler.

A commemorative medal has been struck to mark the sesquicentennial of the first western river steamboat, NEW ORLEANS of 1811. It is available in aluminum or silver from the Education Co., P.O. Box 12188, New Orleans 24, La.

RESIGNATION OF EDWARD O. CLARK

From the minutes of the regular meeting of the Board of Directors, May 6, 1961:

"Mr. Clark...repeated his request to be relieved as editor in chief. He...no longer has adequate time to act.... The President added that Mr. Clark's request was well justified, since he had served in his post well.... He had repeatedly consented to continue until a replacement could be found...."

From the minutes of the special meeting of the Board of Directors, May 20, 1961:

"It was...resolved that the Society accepts with regret the resignation of Mr. Edward O. Clark as Editor in Chief of Steamboat Bill. The Society is deeply indebted to Mr. Clark for his long tenure of this office and for the many improvements he has made in the magazine during this time."

Jay Allen writes, "As Founder, you may be sure that I am deeply grateful to all who have carried SB forward so magnificently." And he suggests that we all make "...a trip to the Pilot House to tell retiring Captain Clark how much we appreciate the growth of Steamboat Bill under his command."

That suggestion, I know, is one we will all want to follow.



SEPTEMBER MEETING

Come away with us for a Labor Day-weekend meeting away from crowded highways. It will begin when a Hudson River Day Line steamer departs from Pier 81, foot of West 41st St., New York, on Saturday, September 2, for Albany. The Day Line has not yet decided which vessel will make the trip, but of necessity it will have to be either the sidewheeler ALEXANDER HAMILTON or the propeller PETER STUYVESANT.

Further details and fares will be announced later. All you have to do at the moment is to reserve the Labor Day weekend on your summer schedule.

West Coast

California and Hawaii

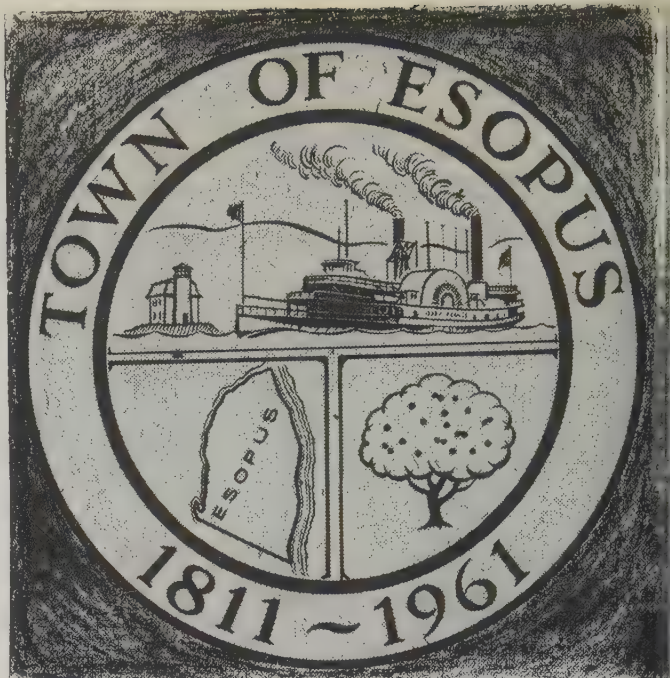
Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley 5, Calif.

Sold several years ago to scrappers, EL PASO, RUSSIAN RIVER a NEW ORLEANS and SIERRA NEVADA a EDWARD T. JEFFERY b FEATHER RIVER, are still unscrapped at Alameda. KLAMATH is at San Carlos, being converted to a restaurant. SAN LEANDRO has not gone to Mexico; she is at Oakland, adjacent to but not related to the "museum fleet" to be restored for the San Francisco Maritime State Park. The last beam-engined ferry to operate at San Francisco, EU-REKA, is among these. Now being restored is the steam schooner WAPAMA.

Several upper Yukon sternwheelers will be preserved as historic sites near Whitehorse, B. C. WHITEHORSE, CASCA, KLONDIKE and KENO have been presented to the province by the British Yukon Navigation Co. AKSALA, being broken up at Whitehorse, may have some of her cabin accommodations go into a motel on the Alaska highway.

Supplement to Oceanic and Matson fleet lists: Oceanic's SIERRA a STOKES to be laid up, 1961. Matson's HAWAIIAN BANKER a SEA CENTAUR, to Oceanic as c SIERRA, 1961.

Oceanic's VENTURA a TODD to Matson as c HAWAIIAN WHOLESALE. Matson's HAWAIIAN WHOLESALE a HANOVER to Oceanic as c VENTURA, 1961.



The famous Hudson River steamboat MARY POWELL keeps right on steaming along -- this time on the seal for the Town of Esopus Sesqui-Centennial Celebration. As part of the festivities, the Town will operate an excursion with PETER STUYVESANT between Kingston Point and New York City on July 18. This is the third excursion sponsored by the Town "over the route of MARY POWELL." Those in 1959 and 1960 were highly successful.

STEAMBOATS AND MODERN STEAM LAUNCHES

In SB xvi:14, we called attention to a publication called S.L.O.W. Bell, from Steam Launch Operators of the World. The editor was Bill Durham, author of "Rocky Mountain Mariners" in our last issue (SB xvii:105-107).

When he got to no. 5 of S.L.O.W. Bell, he asked on his editorial page, "Do you want to become a publisher?" Howell-North Books, 1050 Parker St., Berkeley 10, Cal., did. So now Bill Durham is editing Steamboats and modern steam launches, begun with the Jan.-Feb. issue and appearing every two months at \$3 a year.

It merits your investigation.



IBERIA, P&O, passing under Lions Gate Bridge, outbound from Vancouver in September, 1960.

-- Photo by RWP

Pacific Northwest

For service during 1959's Oregon centennial, SHASTA was purchased by a group of Portlanders, who organized as the Oregon Navigation Co. and renamed the vessel CENTENNIAL QUEEN. The corporation went into bankruptcy afterwards, with liabilities exceeding assets by over \$50,000. In January, CENTENNIAL QUEEN was sold at auction to Walter L. Nutter, retired rancher, for \$15,025. A scrap firm dropped out at \$15,000. Mr. Nutter plans to operate the vessel as a restaurant in connection with a marina. -- Everett Wortman



FISHERS ISLAND at Shaw's Cove, New London, May 20. (See "New England and Eastern Canada.")

Atlantic Seaboard

New York and Philadelphia Areas

Harry Cotterell, Jr., Editor
36 Alexander Street, Newark 6, N. J.

Eugene F. Moran, chairman of the board of the Moran Towing and Transportation Co., Inc., and SSHSA member, died April 13 shortly after his 89th birthday. His father, Michael Moran, had founded the organization. Throughout his life, Mr. Moran was intimately connected with the continuing improvement of New York Harbor, of which he was known as the "grand old man." In collaboration with Louis Reid, he wrote Tugboat: the Moran Story.

The first caisson for the Hudson River bridge north of Newburgh, arrived under tow from Wilmington, Del., on April 14. This bridge is scheduled to be completed in 1963 and will supplant the ferry line between Newburgh and Beacon -- the last on the Hudson River north of New York City. It will be the eighth highway bridge across the Hudson south of Albany.

The former Hudson River Day Line office in Albany, entirely refurbished inside and out, is now a French restaurant, L'Auberge des Fougères (Fiddlehead Inn), operated as an avocation by a banker. Observed an Albany columnist, "Like the steamers of the old Day Line, L'Auberge Fougères 'does not run on Sundays'."

Mr. Fixit, a regular feature of the Staten Island Advance, was recently asked for help by someone who had a book of auto tickets for the Bayonne-Staten Island ferry, which now operates only for foot passengers. This someone said he had gone to the ferry to redeem them and had been told to take them to a captain, whose address was given. The captain said he no longer had any connection with the ferry. Mr. Fixit found that the captain was Captain Arthur A. Allison, the former operator of the ferry, who reiterated that he was not responsible for redemptions. The new operator, Sun-T Ferries, Inc., said it was not responsible, either. Is anyone interested in acquiring a souvenir book of auto tickets?

The New York Times for May 14 summarized the forthcoming summer "steamboat" season at New York:

Hudson River Day Line, Inc.

ALEXANDER HAMILTON and PETER STUYVESANT

Daily service, New York-Poughkeepsie and return, with way landings at Bear Mountain, West Point and Newburgh.

Labor Day weekend cruise from New York to Albany and return.

Moonlight trips on Saturdays, June 24-September 2.

Keansburg Steamboat Co.

CITY OF KEANSBURG

Daily service to Keansburg, July 1-September

4.

Moonlight sails Fridays, Saturdays and Sundays during same period.

Wilson Line

JOHN A. MESECK and HUDSON BELLE

Daily service to Rye Beach, May 30-September 4.

Combined with Long Island Sound cruise daily, July-August.

Daily except Sunday to Atlantic Highlands, June 9-August 5.

Sightseeing service

Circle Line and Day Line commenced in March, sailing from Piers 83 and 81, respectively.

MANHATTAN II of the Panorama Sightseeing Boat Cruises, Inc., will operate from mid-May to mid-September from Battery Park.

Incidentally, for obvious reasons Day Line Sightseeing, Inc., this season renamed KNICKERBOCKER and KNICKERBOCKER II. They are now DAY LINE and DAY LINE II respectively. Both vessels entered regular service Mar. 25.

On Sunday, May 21, Harvey Rosen, owner of El Borracho restaurant, was wed to Miss Terry Stevens on board PETER STUYVESANT. Former New York City mayors William O'Dwyer (a onetime Hudson River Night Line fireman) and Vincent R. Impellitteri were among the 1,800 guests, all of whom went for a cruise on the steamer after the ceremonies. The vessel was adorned with Hawaiian decorations, a Hawaiian and American band played for dancing and girls in Hawaiian costume passed out such delicacies as moo goo gai pan and rumaki. Catering was done by a staff of sixty and the liquid refreshments included 60 cases of pink champagne, sixty cases of un-pink champagne and 200 cases of liquor. -- The New York Times, May 23

The City of New York has disposed of another of the 151' class of ferries for scrap. The latest to go is YORKVILLE 228264, built in 1929.

New England and Eastern Canada

Doris V. Green, Editor
126 Broad Street, Groton, Connecticut

Interstate Navigation Co. and Nelseco Navigation Co. will operate during the summer season as follows:

Block Island-Point Judith (June 23-Sept. 10)

Two round trips daily.

Providence-Block Island (June 25-Sept. 6)

Lv. Providence, 9 a.m.; Newport, 11:30 a.m.; Block Island, 3:45 p.m.

Norwich-New London-Block Island (June 24-September 10)

Lv. Norwich, 9:30 a.m.; New London, 11:30 a.m.; Block Island, 3:45 p.m. On Friday nights, there will be a special trip from New London at 7:30 p.m., on which no automobiles will be carried.

As of May 20, work was going forward on FISHERS ISLAND (SBxvii:111;112) at Shaw's Cove, New London, to make her ready for the season.

Chesapeake Bay and South

John L. Lochhead, Editor
The Mariners Museum, Newport News, Va.

EVANGELINE started her third season of cruises from Washington to the West Indies and Nova Scotia late in May. The initial one was from Alexandria, Va. This was probably the first time a passenger ship had sailed from there since the late 1940's, when the Norfolk & Washington Steamboat Co. stopped calling at Alexandria.

Joseph Goldstein, who heads the Wilson Steamship Corp., has ordered two 375-passenger excursion boats for sightseeing out of Washington and as far up the Potomac as Georgetown. He also intends to use them as ferries from Alexandria to the new District stadium, now under construction. They will be 65' long and draw only 5½'. The first will be named MARTHA WASHINGTON. MOUNT VERNON will continue on the run to Mt. Vernon and the amusement park at Marshall Hall. DIPLOMAT, "Washington's famous party yacht," has been offered for sale at a "reasonable price."

Also in connection with Wilson, The New York Times on April 9 reported that Mr. Goldstein had announced the acquisition of the four vessels -- JOHN A. MESECK, HUDSON BELLE, BAY BELLE and SEA BELLE -- and other properties of the Wilson Excursion Lines from the City Investing Co. for a price in excess of one and a half million. As of then, it was planned to continue JOHN A. MESECK and HUDSON BELLE in service at New York City.

About the same time, it was announced that the Wilson Line of Pennsylvania (successor to Riverview Lines and a subsidiary of Wilson Steamship Corp.) would commence sightseeing trips from Philadelphia on June 3.

In April, POTOMAC a CITY OF PHILADELPHIA b LIBERTY BELLE c ASBURY PARK d TOLCHESTER reappeared in Washington with hull painted. It is reported she will be used for "moonlight dance cruises" and had steam up early in May.

DIXIE QUEEN a MADISONVILLE, which last year was rescued from the bottom of the Elizabeth River, is now berthed at Falling Creek, near Richmond on the James River. She is a restaurant and dance hall, and has been filled to keep her on the bottom.

The Davis Transportation Co. of Newport News, whose towing operations range from Burlington, N.H., to Miami, has plans to operate on a weekly round-trip basis, a barge line between Washington and Hampton Roads, starting about April 15 and using one tug and one barge. The company owns five closed barges, six open scows and eight tugs.

Replacement of engines in OLD POINT COMFORT a LST-970 b ALBANY at a cost of \$100,000 has been authorized. Greater horsepower is needed if the vessel is to meet schedules set up for heavier traffic during the summertime.

HANSEATIC a EMPRESS OF JAPAN b EMPRESS OF SCOTLAND sailed April 5 from Baltimore on a West Indies cruise. She is the largest passenger ship to sail from Baltimore, and her masts cleared the Chesapeake Bay bridge by scant 11 feet.

The wharf at Old Point Comfort, so long used by the Baltimore, Washington and Cape Charles boats, is scheduled to be completely demolished, including piling, by mid-May.

The former Presidential yacht POTOMAC is now plying the Caribbean in regular service on the four-hour run between St. Thomas Virgin Islands, and San Juan, Puerto Rico. The ship is equipped to carry 240 passengers.

Capt. John Dare Davis, 83, died in February. He was the last of the Rappahannock steamboat captains and was master of ANNE ARUNDEL when she made the last passenger trip between Baltimore and Fredericksburg in September 1937.

Another captain, Henry Cleveland Hunley, 76, passed on in April. He had a record of never having missed a day from work on account of illness during his 48 years as a Pennsylvania Railroad employee nor having had a reportable accident during the same period. He piloted ELISHA LEE on her last run in 1953, closing the Pennsylvania's passenger service from Cape Charles into Norfolk. In 1934 he had piloted PENNSYLVANIA on her last run and in 1949 did the same with MARYLAND.

The car ferry HENRY M. FLAGLER, for many years on the Miami-Havana run, has been sold by the West India Fruit & SS Co. She has been renamed FLAGLER ODECA and carries containers from Miami to Central America. She is now painted a light gray; her funnel is yellow with black topping.

Before resuming her Miami-Nassau run in June, FLORIDA was completely air conditioned.

The little steamer HOLIDAY a HANSAS SKJERSTAD (see "Cruising with YARMOUTH"), formerly a Norwegian coaster, with passenger capacity of 70, is scheduled to ply between Miami and Vera Cruz if financial difficulties can be straightened out.

BAHAMA STAR, on which SSHSA member Cass Brown is 2d mate, has had a very good season on the Miami-Nassau run.

The diesel MAYFAIR a PANSY, was laid up at Pier 5, Light St., Baltimore, late in April, looking much the worse for neglect and probable vandalism. D. G. Forrester

Early in February, the ice conditions in Chesapeake Bay were considered the worst since the winter of 1918. Indeed, the ice was 11 inches thick. The Old Bay Line steamer CITY OF RICHMOND was trapped for 11 hours near Baltimore Light with 12 passengers and a crew of 44. The illustration on the opposite page shows her at this time and was taken on February 10 by a Baltimore News-Post photographer. It was supplied to this journal by the Mariners Museum, which received it from A. C. Brown.





Overseas

The accompanying photo (courtesy Cie. Gle. sur le-Lac Leman) proves our European paddle steamer census was not premature. It shows the diesel ex-steamer VEVY of 1907 towing (left) LA SUISSE of 1910 and VALAIS of 1913 from Geneva to Lausanne March 9 for layup (and conversion to diesel?--ed.).

Two of England's newest steamers, the 312' (b.p.) turbine sisters CAESAREA and SARNIA, for British Railways' Weymouth-Channel Islands service, are 20-knot, one-class, 1400-passenger ships. Bearing the Roman names, respectively, for Jersey and Guernsey, they replace (with the older ST. PATRICK as spare) the six steamers which have plied to the islands from Southampton (ISLE OF SARK, ISLE OF GUERNSEY, ISLE OF JERSEY) and Weymouth (ST. HELIER, ST. JULIEN, ST. DAVID--predecessor of ST. PATRICK). ST. HELIER and ST. JULIEN of 1925 and ISLE OF SARK of 1932 have been sold to Belgian scrappers. We have already reported the disposal of ISLE OF JERSEY b LIBDA.

Four other new steamers have been built for ferry service at the other end of Europe: the Turkish reciprocating-engine 210-footers KANLICA, KUZKUNCUK, PENDIK, and KAVAJI, all by Fairfield for Denizcilik Bankasi T. A. O.

Sleek Scandinavian diesel ferry and passenger ships still parade from the shipyards. Eight are known to have been launched or de-

livered since our last report: BORNHOLM, 298' passenger liner owned by D/S paa Bornholm of 1866, and the ferry liners KRONPRINZ HARALD, 408', Anders Jahre; KNUDESHOVED, 354', Danish State Railways; KING OLAV V, 349', Forenede D/S; SKANDIA, 303', Siljarederiet; CORT ADELER, 272', Larvik Fredrikshavnfergen; KATTEGAT, 262', Grensa Humdesred Faergefart; BASTO II, Alpha.

Other new carferries are SANUKI MARU, Japanese National Railways; ROI BAUDOUIN, being built for the Belgian State Railways; and the Soviet SVANETIA. The USSR has also added two more East German-built 360' passenger liners: LATVIA and VLADIVOSTOK.

Six ships once familiar in North American waters figure in Mediterranean news. The former Canadian Pacific 3-stackers PRINCESS JOAN b PEGASUS and PRINCESS ELIZABETH b HERMES are cruising for the Epirotiki Line of Piraeus, between Italy, Greece, Rhodes, Cyprus and Israel. The ex-Grace Liners SANTA PAULA a SANTA ROSA and SANTA PAULA, sisters of 1932 are now c ATHINAI and b ACROPOLIS, respectively, of Typaldos Brothers. The former Furness Red Cross passenger liner FORT TOWNSHEND b AMIR SAUD c MANSOUR, converted in 1955 to King Saud's yacht at a reported cost in excess of \$1,000,000, has been sold to D. & A. Chandris of Piraeus for use as a luxury cruise ship. Furness have also sold FORT AVALON to a Lebanese

At right is KNUDESHOVED, delivered in March to run with HALSSKOV on the Halsskov-Knudshoved crossing, Danish State Railways. She has three sets of rail tracks on the lower deck, and each deck has a capacity of about 100 motor cars. The vessel was built by the Elsinore Shipbuilding & Engineering Co. and has a service speed of about 18 knots. -- Shipping World





* * *
 OIHONNA, to
 the left,
 and ROSE.
 -- Photos by
 A. Duncan,
 from Syren
 & Shipping
 * * *



se company, and she is now b AZUR MED.

In Asiatic waters, it is reported that Pakistan River Steamers, Ltd., began operations January 1, with the combined fleets of the Rivers Steam Navigation Company, the Indian Navigation & Railway Company, and the Eastern Bengal Railway Flotilla. The Indo-Chinese Government has taken or is about to take delivery of two cargo passenger motorships: the 2,165-ton European-built WANDEBORI and the 3,800-ton Japanese-built GUNUNG KERINTJI. From Burma a loss of 50 lives is reported, when a two-deck ferry hit a wreck and sank in the Twante Canal, 15 miles from Rangoon. On March 7, the Hong Kong & Whampoa Dock Company launched MAN WANG, a double-ended steel ferry for the Hong Kong & Yaumati Ferry Company's new Kowloon-North Point run.

The old order changeth-with a vengeance! Shipping World said in January that P. & A. Campbell, operators of the White Funnel paddle steamers on the Bristol Channel, are considering operation of a hovercraft as a cross-channel ferry, when "suitably developed."



This picture of ISLE OF SARK at Ghent, Belgium, was sent to us by Andre H. Van hee of the WSS, who writes, "The Channel Islands steamer arrived here on April 7, 1961, and is shown on the photograph at the Transeco-yard of the well known shipbreaking firm, Van Heylen Bros. She later will be transferred to the main scrapping yard at quay 64 to be demolished."

Upon completion of the 105' stackless diesel passenger ferries CATHERINE, EDITH, and ROSE, their steam predecessors and namesakes of 1903, 1911, and 1901 have been withdrawn from the Tilbury-Gravesend crossing of the Thames and sold to Belgian scrappers. Also gone are the 211' Finnish passenger ship OIHONNA of 1898, scrapped in Belgium, and the 300' CHANGTE and TAIPING of the Australian-Oriental Line, scrapped in Hong Kong, where they were built in 1925 and 1926.

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MASTHEAD CUT AND COVER PICTURES

Our masthead cut on page two, courtesy of R. Loren Graham, depicts RICHARD PECK -- a vessel held in fond remembrance by steamboat travellers on Long Island Sound. She spent her last years as ELISHA LEE, connecting Cape Charles, Old Point Comfort, and Norfolk, for the Pennsylvania Railroad.

On the front cover is the noted Narragansett Bay steamboat MOUNT HOPE, paddling along on a bright and pleasant day.

And on the back cover is FRANCE of the French Line. For a clean sweep, there is evidence of New England steamboating here, too!

THIS ISSUE

We sincerely thank all the members of the staff who cooperated wholeheartedly to speed this issue to you. The master sheets for it were typed by Miss Daisy M. Patton of Warren, R.I., who has been doing this work for us since the Spring 1960 issue.

It was not possible to include Jay Allen's "Heard on the Fantail." But that will appear as usual in the Summer issue, which will include among other things a feature on Florida steamboating and the second part of J. Elet Milton's article on Oneida Lake and River. -- DCR



This nostalgic photograph of Cunard's second FRANCONIA is from R. Loren Graham.

High Seas

Frank O. Braynard, Editor
213 Glen Avenue, Sea Cliff, New York

New passenger ships planned by Russia are discussed in the Journal of the American Society of Naval Engineers for February 1961 by Commander B. M. Kassell. The chief new liner being studied would be 740 feet long and would have a 28-knot speed with a 75,000 horsepower engine. The swimming pools will be featured on the one class vessel. She will have no regular smokestacks, but two sharply raked king-post funnel protrusions far aft. Her lifeboats will be recessed on the lower promenade deck as in ORIANA. She is to be able to carry about 1,700 persons in one-class accommodations. The vessel is to be built in Russia if constructed, but there is no indication as to where she will serve.

Several passenger ships for the Baltic to Leningrad run have been built in recent years in East Germany. These have been 400-foot vessels. A new class of 270-foot Caspian Sea passenger ships are building in Stalingrad.

Nothing is ever static. We see in a new advertisement for the Curtis Bay Towing Co., that the smokestacks of HANSIATIC a EMPRESS OF JAPAN b EMPRESS OF SCOTLAND, have had a tall pipe added, enclosed with a web-like structure of metal. We always knew they should not have removed those three lovely funnels.

Another new development is the huge, bulbous bow put on the 3,000-ton, Japanese interisland ship KURENAI-MARU. Designed by a Tokyo University professor, the bow is expected

to permit the vessel to make the same speed with a decrease of from 10 to 25% of her required power. We hope it works.

Another lovely lady is going. The 22,500-ton STRATHAIRD, P.&O.-Orient, will be withdrawn from service when she arrives June 1 at London. Her passing coincides with the introduction of the new 45,000-ton CANBERRA which begins her maiden voyage June 2.

KUALA LUMPUR a DILWARA, 12,555 tons, has been converted to air conditioning at Hong Kong. New names have been announced for the old SANTA PAULA and SANTA ROSA, sold by Grace Line to Typaldos Bros. Steamship Co., Ltd. of Piraeus, Greece. SANTA PAULA will become ACROPOLIS and SANTA ROSA will be ATHINAI. The twin, 17,000-ton ships will operate between ports in Italy, Greece, Cyprus and Israel. The new owners plan to retain the "distinctive features" which endeared these ships to the traveling public, Grace Line announced. We presume they mean the lovely dining room on the promenade deck, which could be opened to the sky by a roll-back dome, and the other attractive public rooms. Meanwhile, on April 13 Grace Line laid the keels for three new passenger liners to be built at Bethlehem Steel's Sparrows Point yard. Their passenger capacity has been increased from about 100 to 131; they will be air conditioned and stabilized. With a length of 545 feet, a beam of 79, they will have a displacement of 19,600 tons. No gross tonnage has been announced.

Jakob and Walter Isbrandtsen, of the Isbrandtsen Company, have revived an ancient custom by sending a model of a centerboard yawl, called SIR JOHN FRANKLIN, to St. Peter's Church, Bay Shore, L. I. The model is to be hung from the ceiling of the new church.

Reviews Send books for review, reading notes and contributed reviews to: C. Bradford Mitchell, 7019 Shore Road, Brooklyn 9, New York.

Great Lakes Shipwrecks & Survivals, William Ratigan. Grand Rapids 3, Michigan (Wm. B. Erdmans, 255 Jefferson Av., S. E.), 1960. 199 pages. Ill. Map. Index. \$6.00.

Blue-Water Boundary: Epic Highway of the Great Lakes and the Saint Lawrence, Alida Malkus. New York 22 (Hastings House, 41 E. 50th), 1960. 108 pages. Ill. Bibl. Index. \$6.50.

An inevitable side-effect of front-page events like the opening of the St. Lawrence Seaway is that they place publishers and even responsible writers under pressure to "catch the market" by printing books before they are ready to be printed. The past two years have brought a flood of new directories, guide-books, commemoratives, and outright pot-boilers concerning the Seaway and Lakes. They have also brought serious histories by able writers.

Mr. Ratigan's Great Lakes Shipwrecks & Survivals is in the latter class. Comprehensive and skillfully organized, stylistically vivid (though at times overwritten), and with few exceptions factually sound, it is for this reviewer the best of the recent Lakes output. It starts with a dramatic portrayal of an event which took place virtually in the author's front yard, the foundering of CARL D. BRADLEY in 1958. He treats this in far more detail than any other disaster, and uses it as a sort of central reference point to which he returns at intervals throughout the book.

He follows a lake-by-lake organization, starting with Michigan, where the BRADLEY went down, and proceeding to Huron, Erie, Superior, and Ontario, in that order. His selections are well-made, including both headline disasters and some that will be new to many readers. Unobtrusive but well executed is his sketching-in of the "personality" of each lake with its geography, weather, navigational hazards, folklore--and interpreting its casualty record in these terms. In short, unlike many historians, he has tried to find the spiritual patterns behind his facts; yet, unlike most "mood" writers, he has taken pains to know the facts.

Unhappily, his grasp of these seems to weaken as he moves farther from CARL D. BRADLEY's resting place. Most of his worst slips are made in the Erie and Ontario chapters. Therein appears the hint of haste to publish; and, given just a little more study, a writer of Mr. Ratigan's ability could surely have avoided calling HAMONIC, NORONIC, and QUEBEC "masters," or VANDALIA "the first commercial propeller....in the world," or the Lake Erie ferry lost in 1909 BESSEMER & MARQUETTE "No. 2. Given that little more, he might have omitted the surprising statement that CAROLINE was a "sacrifice" in a "war" which "won Canada the independence she enjoys today." He would scarcely have described as events

which took place "at the foot of" or "a few miles below" Lake Ontario the burning of SOUTHEASTERN at Prescott, of MONTREAL below Montreal, or of QUEBEC at the Saguenay mouth.

The book is otherwise so good and so sure of a permanent and respected place in public and private libraries that these few and unnecessary flaws are profoundly regrettable.

Blue-Water Boundary is also a comprehensive book, written with style and a remarkable flair for synthesizing and making palatable large bodies of historical background. Since it undertakes to tell the story, and paint the portrait, of all the fresh waters from Duluth to Tadoussac, from the beginnings of geologic time through the Seaway's first season, less than half of it is concerned with commercial steam navigation in the region. That fraction cannot be highly commended as history.

The kindest thing that can be said is that the author did not spend enough time preparing to write it. However sincere her interest in the subject (and it evidently is sincere), however able her condensation of "standard history" and commercial statistics, she apparently does not understand either the history or the procedures of steam shipping--and as a result gives some astonishing twists to what she has read on the subject. It would be pointless to list these--large and small, they average about one to every six pages. But, as examples, the unsuspecting future reader will learn that JULIA PALMER and INDEPENDENCE were portaged downward from Lake Superior "loaded with ore," that a modern freighter's "radio antenna" on the pilot house "whirls," picking up "messages," that Clinton "started something with the CLERMONT" and (3 pages later) that "Fulton steamed up the Hudson in the CLERMONT in 1811," that "some eight or ten" whalebacks were built, and that one of them was CHARLES S. PRICE.

Great Lakes Shipwrecks & Survivals can be highly recommended to our readers in spite of its lapses. Blue-Water Boundary cannot.

The Civil War At Sea, January, 1861-March, 1862 (Volume I, The Blockaders), Virgil Carrington Jones. New York 17 (Holt, Rinehart, & Winston, 383 Madison Av.), 1960. 483 pages. Ill. Maps. Notes. Bibl. Index. \$6.00.

The Civil War centennial has started a landslide of historical and pseudohistorical publications. A distinguished curtain-raiser on the naval side is the first volume of Mr. Jones' Civil War at Sea. Since that war was, of all our conflicts, the one which most dramatically involved merchant steamers in combat roles, and since the blockade was the real focus of such ships' activity, this volume is of direct and acute interest to the SSHSA.

Starting with STAR OF THE WEST's abortive attempt to relieve Sumter in 1861, Mr. Jones proceeds to the mustering of the Blockading Squadrons, chiefly from merchant sources, the rise of blockade-running, and the vast Hatter-

as and Port Royal expeditions. He relates the early clashes at the Mississippi Passes, and the building and arming of the upriver gunboats, largely steamboat adaptations. Finally he recounts the battles for Forts Henry and Donelson, and the MONITOR-MERRIMACK duel.

It is too bad that this otherwise first-rate book had to be marred with weaknesses which might not have existed had it been prepared with more deliberation. On the trivial side, the rather high incidence of serious misprints and solecisms suggests unseemly editorial haste. More painful is Mr. Jones' seeming unfamiliarity--able general historian though he is--with naval and nautical matters--of-course. To mention only errors of steamer fact and usage, we are startled to read that the Collins ARCTIC (which crossed the ocean at a 13-knot average) was "capable of making five knots;" that STAR OF THE WEST was "a paddle-wheel freighter," that SUMTER was a "barkentine, with square sails on her fore and main masts," or that ESSEX "was a sidewheel ferry altered into an ironclad gunboat" (both as the ferry NEW ERA and as a gunboat, she was a recessed sternwheeler). Mr. Jones also shows himself a true son of the internal combustion age by repeatedly saying that the steam engines of such assorted craft as STAR OF THE WEST, the blockade-runners THEODORA and FIN-GAL, MONITOR and MERRIMACK "chugged" or "roared." It is hard to imagine a less-popular item of blockade-running equipment than an engine that roared at high speed, or chugged when crawling.

The Civil War at Sea is an important and thorough work. It should be a definitive one. If we seem to be flaw-picking, it is solely because we hope the later volumes will more fully measure up to the high goals the author has set himself, thereby giving a worthier example to the spate of lesser works we may expect in this field before 1966.

Ante-Bellum Floating Palaces of the Alabama River and the "Good Old Times In Dixie," James Fleetwood Foster. Selma, Ala. (Bert Neville, 506 Mabry St.), 1960. 66 pages. Ill. \$5.00.

We wish we could greet Ante-Bellum Floating Palaces with unalloyed enthusiasm. Its raw material--firsthand testimony on a little-studied but major sector of American steamboat history--is of unquestioned importance. The editor's aims deserve nothing but praise.

Unhappily, the result must be called, at best, disappointing. Nowhere is it said just when Judge Foster wrote these 19 articles. Individual headings date them vaguely and variously. Nor is it clear whether this is a reprint of originals or of reprints. Its many misprints, misspellings, and occasional nonsense suggest the latter. A famous boat's name, ORLINE ST. JOHN, is variously given "Orlene St. John" and "Online steamer John." Two footnotes are identical and two others flatly contradictory.

The booklet is, in short, "secondary material" which must be treated with the same caution, and verified as searchingly, as orally transmitted legend. This is regrettable, but one is grateful to have the Foster reminiscences in any form.

The Mon River And A Good Captain, Fraser C. McLellan. Charleroi, Pa. (Capt. R. J. Hiernaux, R. 609 Liberty Av., Lock No. 4 Branch), n. d. 48 pages. Ill. Paper. 75¢.

Primarily an informal biography of veteran steamboatman Richard J. Hiernaux, The Mon River is also a condensed history of Monongahela navigation and an interesting catalog of steamers, chiefly towboats. Among his many ventures in boatbuilding and operation, Captain Hiernaux owned for two years the Chautauqua Lake passenger steamer CITY OF JAMESTOWN, a W. C. RINEARSON, b CITY OF CLEVELAND, and was "in command" of SPRAGUE during her 1959 sojourn at the Pittsburgh Bicentennial. The booklet is rather crudely produced, but, to any student of navigation and the Ohio's headwaters, well worth the price.

The Third Front. The Strange Story of the Secret War in the Arctic, Douglas Liversidge. London, WC 1 (Souvenir Press, 34 Bloomsbury St.), 1960. 219 pages. Ill. 21s.

The 1940-1945 war for Arctic weather bases was important out of all proportion to the few men involved and the almost complete silence in which their often heroic exploits were cloaked both in wartime and since. The Third Front at last tells their story--and tells it with notable fullness and objectivity.

This is not properly a book about ships, yet it is full of them. In the freezing seas between Greenland and Novaya Zemlya, they transported most of the men and supplies for these frost-bitten campaigns. Many of the craft involved were purely military--submarines, surface warships, and armed U. S. Coast Guard cutters. But the majority were of commercial peacetime types: trawlers, sealers, whalers, and Arctic supply vessels. Even the big three-stack EMPRESS OF CANADA turns up evacuating Soviet nationals from Spitzbergen.

The book is well worth any reader's time--even for the marine episodes alone. The tragic attempted landing of the Norwegian ISBJORN and SELIS on Spitzbergen in 1942 and the pursuit and capture of the German EXTERNSTEINE by the USS EASTWIND in the Greenland ice 2½ years later--to name two--are breath-taking suspense stories in themselves. There are plenty of other accounts of the exploits and disasters of other brave little ships.

Fishing Boats Of The World: 2, ed. Jan-Olof Traung. London EC 4 (Fishing News (Books), Ludgate House, 110 Fleet St.), 1960. 78 pages. Ill. Diagrams. Index. Bibliog.

The impressive results of the second World Fishing Boat Conference, held in Rome

April, 1959, are contained in Fishing Boats of the World. They consist of 55 papers with appended discussion, on design, propulsion, and performance of fishing craft. More than 70 specialists from all parts of the world contributed their experience and research to this symposium sponsored by the United Nations Food and Agriculture Organization.

The book is in four parts: "Tactics," "Construction," "Sea Behaviour," and "Productivity." Though highly technical and in part outside our usual range, it is of high importance, and will be of great interest to anyone concerned with fishing boats either as problems in naval architecture or as primary weapons in the struggle to feed mankind. It includes much incidental history of a major vessel type, and indeed its very publication is a historic maritime event. To quote A. C. Hardy, Chairman of the Conference, "it will be a super-Bible for fishing boat builders and designers for a long time to come."

Eagle Book Of Ships and Boats. London, WC2 (Dhams Press, 24 Henrietta St.), 1959. 192 pages. Ill. Glossary. 15s.
Ships (A Swift Picture Book). Same pub., 1960. 64 pages. Ill. 7s. 6d.

Two excellent, inexpensive picture books just received from England, Ships and the Eagle Book of Ships and Boats, will be deservedly popular with marine-minded Americans of all ages, even though both seem designed primarily for young readers. The Eagle Book is the earlier, and the more comprehensive. Its lavish pictorial content is supported by extensive, well-informed textual matter divided into four sections: "The Royal Navy," "The Merchant Navy," "Safety at Sea," and "Sailing." Each is by an expert, Laurence Dunn being responsible for the merchant ship section, which is of most direct interest to us.

Mr. Dunn also prepared the material for the Swift Picture Book. The only printed material it contains is in the form of captions, leaving room for two-thirds as many pictures (about 150) as appear in the more ambitious Eagle Book. Since these are all of naval or merchant ship types, this book, too, will appeal especially strongly to our readers.

The Bottom Of The Harbor, Joseph Mitchell. Boston (Little, Brown), 1959. 243 pages. \$3.95.

Best known for McSorley's Wonderful Salon, Joseph Mitchell continues to poke into out-of-the-way corners of New York City and its people's lives in The Bottom of the Harbor, a series of six pieces first published in the New Yorker. He focuses on the water and waterfront areas of the port, with excursions as far afield as interior Staten Island and Stonington, Connecticut, but main lines of reference always converging in Fulton Market.

Though his subjects are contemporary, a great amount of little-known history emerges as he proceeds with his leisurely exploration

tions--history of New York's fisheries, shipwrecks, harbor improvements, odd vessel types, for example. Only three essays, the title piece, "Dragger Captain," and "The Rivermen," deal at any length with matters clearly within our specialized field; but there are vividly interesting people, scenes, and bits of odd fact throughout the book. It is recommended to anyone who enjoys salt air and salt water with a liberal dash of mudflats.

Waterways Of The United States: Rivers - Harbors - Lakes - Canals, Harry O. Locher, ed. New York 38 (Nat. Ass'n of River & Harbor Contractors, 15 Park Row), 1961. 132 pages. Ill.

A book which is both a delight to the eye and a thoroughly worthwhile source of information on water transport is Waterways of the United States. Admittedly propaganda, it is propaganda which this Society, with its knowledge of what inland and ocean navigation has meant in this country's history, can hardly fail to endorse. Coming at a moment when coastal shipping is all but extinct and powerful interests are exerting every effort to destroy inland water transport as well, it is timely in the extreme. Pictorially, it is magnificent, with views of ships of all types on American and foreign inland and coastal waters, as well as informative data on the techniques of river and harbor maintenance.

The Seizing Of The SANTA MARIA, Henry A. Zeiger. New York (Popular Library), 1961. 126 pages. Plastic. 35¢.

Some sort of record for converting news to history is probably set by Mr. Zeiger's pocket book on the SANTA MARIA affair. Seized January 22, 1961, she was released by her captors February 3. The book came out in March.

As might be supposed, its account of the actual capture and flight is a piece of barebones reporting, with highly-skilled synthesis of crew, rebel, and passenger interviews, and of the "official" versions--Portuguese, American, and Brazilian. Two of the six chapters are surprisingly well-digested synopses of Portugal's 20th-century history and the careers of Premier Salazar, General Delgado, and Captain Galvao. All in all, even though seen through a mist of misprints, this is an admirable first attempt to tell and interpret the story of SANTA MARIA's capture at sea.

White Ensign. The British Navy At War, 1939-1945, S. W. Roskill. Annapolis (U. S. Naval Institute), 1960. 480 pages. Ill. Maps. Appendix. Index. \$4.50.

A distinguished addition to the naval history of the second world war is Captain Roskill's White Ensign, prepared as a unit of the U. S. Naval Institute's series on the principal fleets involved, written by historians of the respective nationalities. For those whose interest in the war at sea is limited to merchant and ex-merchant steamers, it

still has much of value, in its accounts of German and Japanese raiders, British "AMC's," submarine supply ships, and torpedo victims. The few merchant ship pictures include several convoys and Malta's hero-tanker OHIO.

Flotte Marchande Francaise, 1961, Robert Gruss. Paris VI^e (Ed. Maritimes & d'Outre-Mer, 17 Rue Jacob), 1961. 218 pages. Ill. Index. La Marina Mercante Argentina. Buenos Aires (Instituto de Estudios de la Mar. Mer. Arg., O'Higgins 4332), 1960. 697 pages. Ill. Tables.

A very useful addition to the expanding group of illustrated foreign merchant marine registers is M. Gruss' French Merchant Fleet, 1961. Under a format reminiscent of the old Jane's Fighting Ships, it lists, by type and sub-type groupings, the liners, tankers, coasters, even seagoing tugs, now under the French flag. Also included is a section on ships lately sold out of French registry, including ILE DE FRANCE, LA MARSEILLAISE, and PASTEUR. Two pages are given to the incomplete FRANCE. Virtually every ship or sister-ship group is illustrated by a photo. As applied to the groups, this may cause mild discontent, since it is not stated which sister is illustrated, and the quality of the cuts is rarely good enough to permit identification. Nevertheless, it is to be hoped that the compiler and publisher plan to make the issuance of this fine volume an annual event.

The annual IEMMA volume on Argentina's merchant marine again increases this year in authoritativeness, breadth of coverage, and sheer physical bulk. The increase in substance is actually greater than the number of pages would suggest, for the alphabetical fleet list which was at first the heart of the book is now reduced to enumeration of current changes, coupled with cross-reference to previous editions. Pictures and full data are confined to newcomers to the flag. Of great interest are a series of 10 profile drawings representing 26 ships now building or planned for the Argentine fleet, including seven passenger vessels. Even for halting readers of Spanish, this is a mine of valuable data.

The National Watercraft Collection, Howard I. Chappelle. Washington 25 (Gov't Printing Off.), 1960. 327 pages. Ill. Bibl. Index. \$3.50.

The new and sumptuous catalog of the Smithsonian's National Watercraft Collection will long rank as a basic reference work in American maritime history and ship evolution, chiefly because it is much more than a catalog. In preparing his successor to the out-of-print 1923 edition, Curator of Transportation Howard Chappelle has, in effect, written a full history of American merchant ships.

After an introduction describing the Collection and its development, his book falls in three parts: "Merchant Sail," "Merchant Steam," and "Fishing Craft." Each has an extended preface, followed by the catalog proper, every

item treated in considerable detail. Pictures of the model collection are supplemented by photos and drawings from the Museum's files.

While "Merchant Steam" is ably done, some readers may find it disproportionately brief -- 54 pages as against 96 for "Merchant Sail" and 142 for "Fishing Craft" (some of the latter are, of course, steamers). The history of sailing ship evolution claims 42 pages, as against 14 for development of steam vessels. It would be hard, however, to find any other work which serves the multiple purposes of this, and serves them so well. The pictures alone are worth the price -- highlights being the patent drawings of John Fitch's most successful steamboat and a photograph of the tragic PORTLAND under construction at Bath.

Miscellaneous Reading Notes:

Alexander Crosby Brown, "Former Favorite Bay Steamers Battled Nazi Wolf Pack In World War II," Newport News (Va.) Daily Press, September 25, 1960. About "Skimmingdish Convoy."

Same, The Steamer VESTA: Neglected Partaker in a Fatal Collision. Illustrated 8-page reprint from July American Neptune, on the French steamer that sank the Collins ARCTIC "Cruise along the Volga." River trip on SOVIETSKY SOYUZ, USSR, October, 1960.

Kenneth H. Dunshee, ed. News From Home (Home Ins. Co., 59 Maiden Lane, NYC 8), Springfield, 1960. Mark Twain and Mississippi River issues.

H. A. Musham, "Early Great Lakes Steamboats, Hard Times and the ERIE Disaster, 1840-1841," and "The Last Years of the Hard Times, 1842-1843," American Neptune (Salem, Mass.), April, October, 1960. New installments in Mr. Musham's history of Lakes steamboating.

Norwegian America Line, 1910-1960. Illustrated 26-page semicentennial brochure including 7-page history (24 State St., NY 4).

May Piccozzi, "When Is A Ferry?" Shelter Island Reporter (Box 1000, Shelter I., N.Y.), April 9, 1960ff. Informal history of Shelter Island ferries, in brief weekly installments.

Emil Usinger, Steamboating Stories. New York (Comet Pr.), 1960. \$2.00 53 pages of rambling, partly nautical yarns for juveniles.

Newport News (Va.) Daily Press for March 26, 1961, ran an article by A. B. Upshur on the C&O line of cargo steamers which operated in the 1890's between Newport News and Liverpool. Illustrations include pictures of ALPOMATTOX and RAPPAHANNOCK.

Vermont Life, Summer 1961 (50¢ from Vermont Dept. of Development, Montpelier, Vt.) Includes twelve TICONDEROGA pictures -- many in detail and one in color -- with text by Ralph Nading Hill.

Yankee, May 1961 (35¢, Dublin, N.H.) Eight-page article on Jamestown, R. I., with illus. of the old ferry wharf, showing CONANT CUT (miscaptioned JAMESTOWN), and of GOVERNOR CARR aground after the 1938 hurricane ("...is still used.")

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC.

The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt educational corporation, the Society maintains close cooperation with many museums throughout the United States and Canada, including the Peabody Museum at Salem, Mass., The New York Historical Society, and the Mariners' Museum at Newport News, Virginia.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

Subscription to quarterly journal, STEAMBOAT BILL. This is included in dues.

MEETINGS. National meetings are held at regular intervals and usually include visits to ships, museums, etc. Actual steamship trips are included whenever possible. Society chapters, of which there are several, hold monthly meetings with similar programs.

SPECIAL PUBLICATIONS. In addition to its quarterly journal, the Society from time to time publishes reprints of scarce articles on steamboat and steamship history. These are available to members almost at cost. In 1952 the Society published a complete list of all registered and enrolled steam vessels of the U. S. from 1807 to 1868. This volume called THE LYTLE LIST is available at \$5.00. The Society in 1959 published ADVERTISEMENTS OF LOWER MISSISSIPPI RIVER STEAMBOATS, 1812-1920, a compilation by Leonard V. Huber. This alphabetically arranged volume of newspaper advertisements affords comprehensive data never before easily accessible on lines, schedules, operations, personnel, and on more than 1000 individual steamers.

LIBRARY. A new location has been acquired in the New York area at 4 Broad Street, Stapleton, Staten Island. The Society's extensive reference library is currently being moved there from the former location in Rhode Island. Announcement will be made when the Library is ready to serve our members.

PHOTO BANK. The Society possesses a file of some 10,000 photographs of steam vessels, including several unique private collections. The negative files will be brought to the new Library; cataloguing and resumption of sales to members will follow.

Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

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